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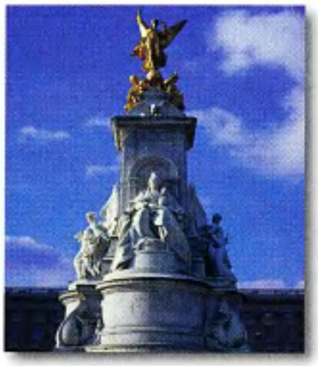
Two teenaged cousins were wondering what it would feel like to be shot. So a 34-year-old relative complied ...

We'll start off with our TRUE WHALE FACT OF THE MONTH: In England, if you come across a dead whale while strolling along the beach, by law you must **notify Buckingham Palace** because the Queen herself has first right of refusal on the whalebone in case she needs it for her corsetry. Now *that's* bloody civilized!



And the Mother's Day lump of coal goes to ... A pregnant woman in Spain who was arrested after she placed an ad in a local newspaper offering to **swap her baby for a speedboat.** She told the police she already had two children and didn't want another.

We're all aware of bizarre court cases and lawsuits, but this one is truly hard to believe. A 30-year-old court battle finally ended when this nutcase sued God. He said that God had taken **"no corrective action"** when he was fired in 1968, and he demanded the resurrection of his mother as compensation. Then he argued for a default judgment if God didn't show up in court. The judge disagreed and dismissed the case. (Our tax dollars hard at work.)

A 71-year-old, obviously short-fused man asked his wife to turn the volume down on the TV, but she didn't hear him so he turned it down himself. But she got up and turned it up again. This happened several times until he had had enough. **He said his blood was boiling,** so he got up, took the iron from the ironing board and hit her on the head. But that didn't kill her so he finished the job by strangling her with a tie from his closet. When he was quite sure she was dead, he sat down next to his wife's cooling body, lowered the volume on the TV, and continued to watch the show (then he probably ironed his tie).

Here's another case of overreacting. He said his wife knew that he liked his newspaper on one side of his plate and his mustard on the other. But one day she accidentally **put the mustard on the wrong side** of his dinner plate, which was just too much for him, so he grabbed her by the throat and strangled her to death. (Haven't you people heard of Prozac?)

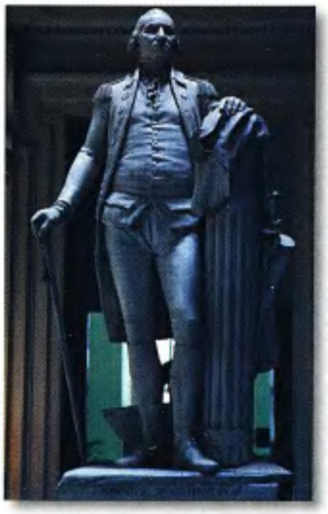
Art just gets weirder and weirder all the time. A German artist showed his brown-blotched work titled **"Meatballs, Gherkins, Beetroot, Potatoes, Watermelon, Lemon Juice and a Large Brownie"** at a German museum. You're wondering what the title signifies? That's what he ate in order to produce the splotches, which are sealed with resin so they won't smell. (If only I'd thought of it first!)

Two teenaged cousins were wondering what it would feel like to be shot. So a 34-year-old relative complied with their request by **shooting them both in the calf**. (No report on whether or not the calf lived.)

This guy robbed his next-door neighbor (yes, he really did). Among the items stolen was a motorcycle-themed towel that he decided needed to be washed once he got it home. So he washed it and **hung it out to dry** on a clothesline in his backyard, which, of course, was right next to his neighbor's backyard. I guess you can figure the rest out.

A man in Turkey was sexually impotent and thought he could cure himself by having a penis transplant from a donkey!?! **So he brought home a donkey,** amputated its penis, and beseeched a doctor to perform the operation. Well, as you can imagine, the doctor said no. Not one to give up easily, he tried two other doctors but got the same answer. After the third try, his family decided they'd had enough so the man's son shot him in the leg. (What the hell are they smokin' over there?)

We'll sign off this month with yet another Amazing Animal Tidbit: An elephant in a zoo in Germany was constipated, so the zookeeper took matters into his own hands and gave the beast 22 doses of animal laxative and more than a bushel of berries, figs, and prunes. If your mind is moving ahead of this story, you can well imagine the next chapter. **The plugged-up elephant** finally let fly ... and suffocated the zookeeper under 200 pounds of shit! They said, "The sheer force of the elephant's unexpected defecation knocked the zookeeper to the ground where he struck his head on a rock and lay unconscious as the elephant continued to evacuate his bowels on top of him." (I sure hope the dude's mouth was shut.)



Teacher's aides in Georgia are reported to have gone through 2,300 copies of a fifth-grade textbook to alter reproductions of a famous painting of George Washington. Why? To protect America's children from the dead president's private parts—in this case an ornamental watch chain. Someone had decided that the watch chain, draped over **George's thigh,** looked a bit like genitalia. (Shit, all the joy is being taken out of learning.)

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 321 • MARCH 2000

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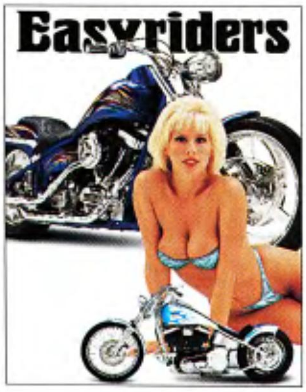

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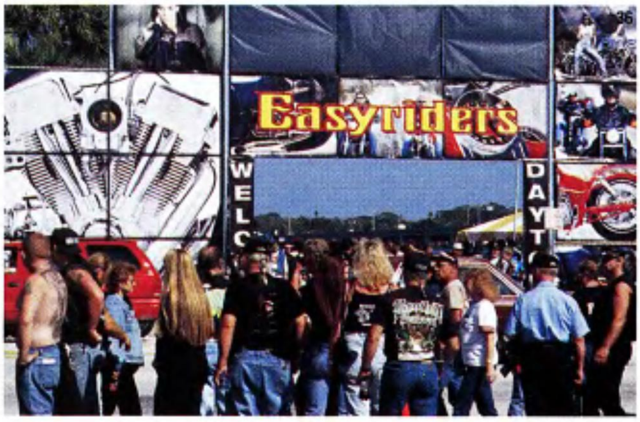

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Cover photos: Seventeen invisible pregnant gorillas praying to a plate of linguini. Also, tantalizing Tyler and Johnny Pag's Twin Cam Pagsta by Raiko Hartman. Tony Pope's '98 Softail by Bill Ellis. Special effects imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale February 29, 2000. **Printed in the USA.**

Web site: www.easyriders.com

Easyriders® magazine ISSN 0046-0990 Number 321. March 2000. Vol. 30. ***Easyriders®*** is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252, **Web site: http://www.easyriders.com.** Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices.

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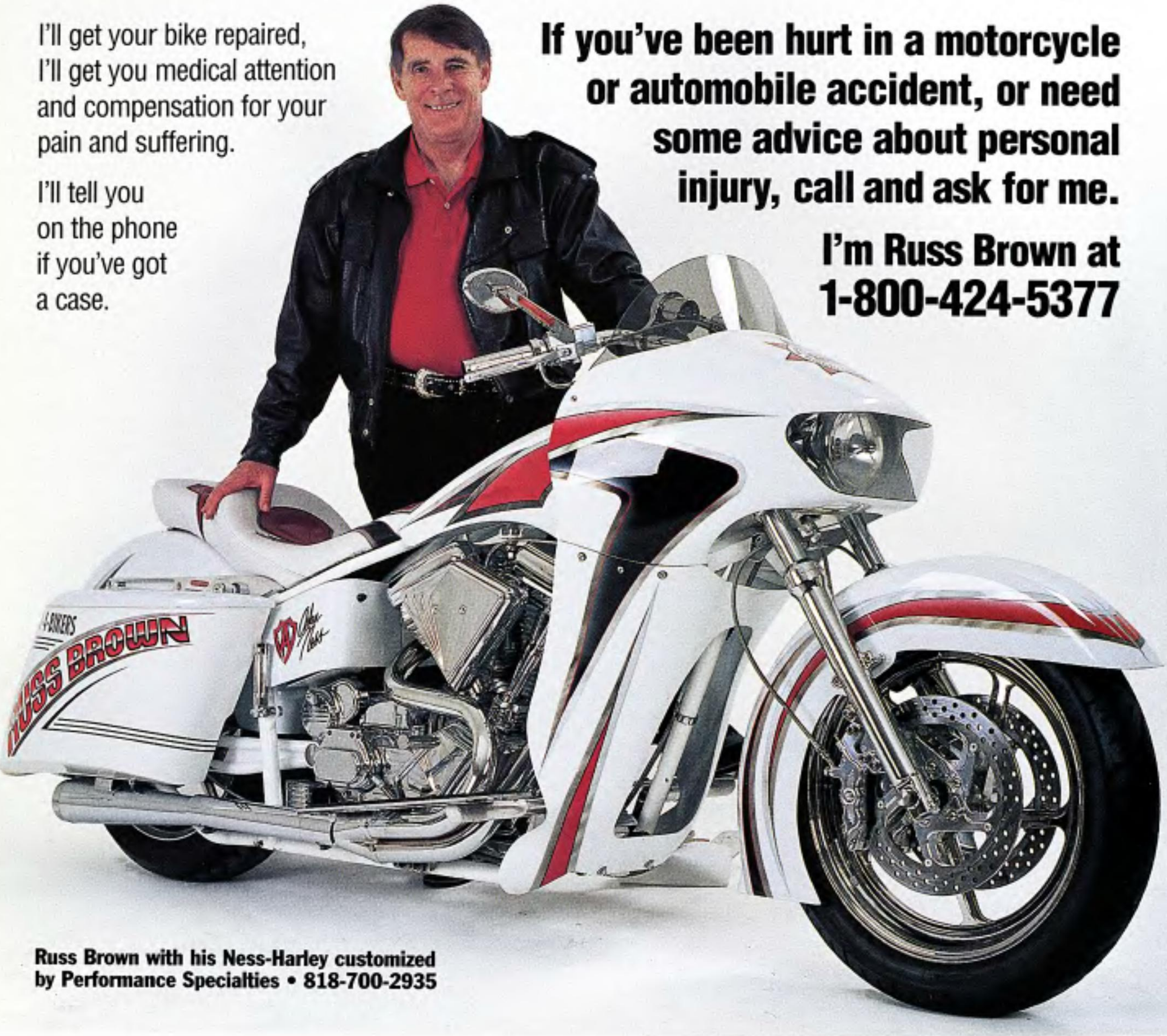
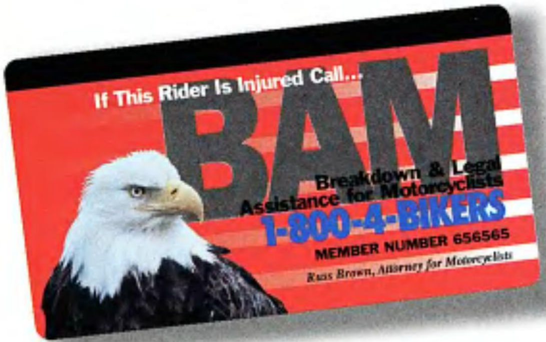


Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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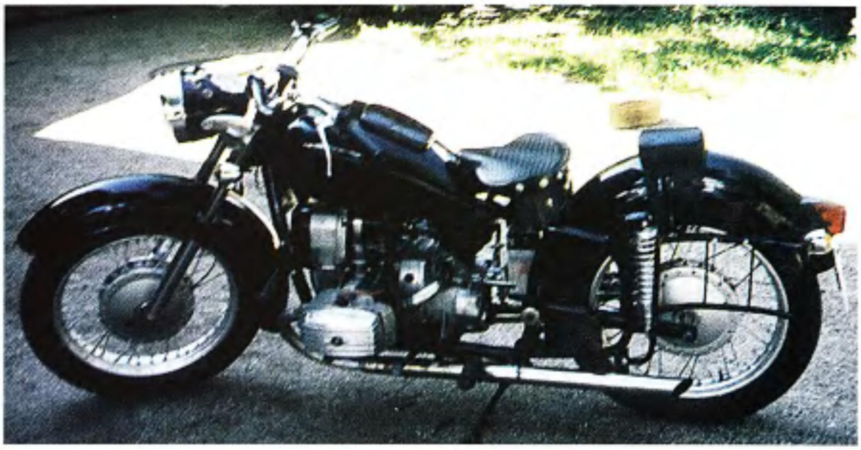


Letter From Estonia

I'm writing from Estonia (eastern Europe). I like your magazine very much, which is known here as one of the best motorcycle magazines you can get—good reviews of America's finest babes and bikes. It has given me an opportunity to read and study more about Harleys.

Mostly I like your stories about bikers who have built their own bikes—Bob McKay's Twin Cam Chopper, for example. One hell of a scooter he's got there! I really dig old bikes (Panheads, Flatheads and Knuckleheads), which have been stripped down and then built from the frame up to be a killer custom.

At the moment I'm riding a 650cm3 1957 Dnepr [photo above] because I couldn't afford anything better. It's the only ridable Russian bike because it's got a nice sound and a good old-fashioned look.

Anyway, I think it's a good start, because everybody has to start somewhere. My dream is to buy a Harley someday. It's a great feeling to ride a bike, being free like an eagle. Sometimes I just take my bike and ride without any destination. I feel like I'm lost, and I want to be.

Motorcycles, especially Harleys—the legends of the bike world—are forever. It's a passion, not a fashion. It's built in!

Alari Parol
Tartu, Estonia

In Defense of Kristy

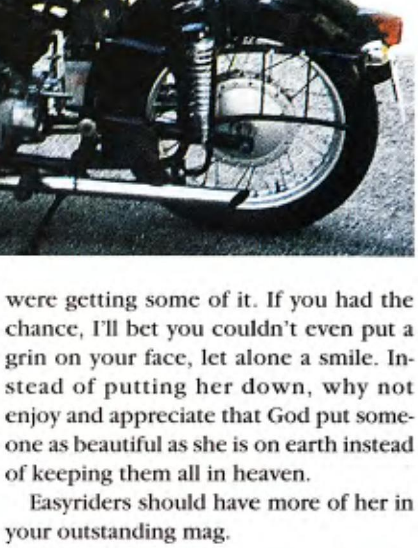
This is to "Douche Bag" in the December issue who put down the beautiful Kristy/Shay Sweet [Sept. '99's cover girl].

So what if she does make porno films. She's one beautiful woman no matter how she puts food on the table.

Hey, Douche Bag, you just wish you were getting some of it. If you had the chance, I'll bet you couldn't even put a grin on your face, let alone a smile. Instead of putting her down, why not enjoy and appreciate that God put someone as beautiful as she is on earth instead of keeping them all in heaven.

Easyriders should have more of her in your outstanding mag.

Ron Capps
Houston, Texas



He's Ticked

In the two-page article "My Favorite Things" by Greg White (November '99) two things got me a little ticked.

Electric Start: Hey, electric starters are fine till you're a jillion miles from anywhere, and then that starter motor screws up and won't start your sled. I bet you wish you had that kicker pedal then, right? The whole point of getting older is having the experience to tune your bike to start on the

first kick. You do know how to tune your bike to that degree, right? Yeah, when I was a young man, I kicked that Sporty till I was dropping dead from exhaustion. Now, one kick and I'm on the road. I don't have to worry about being older to kickstart my sled. The way I see it, if you're too old to kick your bike over, you shouldn't be on that bike in the first place.

Apehangers: So bolting a set of apehangers on your bike makes you a "biker?" I don't think so, Greg. Calling yourself a biker because you have apehangers makes as much sense to me as riding a motorcycle to impress other people. I ride a Harley to impress myself. Who gives a shit what other people think! Apehangers look stupid on most bikes I see anyway, and I wonder if those people are trying to impress anyone. A stock Harley with apehangers? Oh, that will impress me ... *not!*

One more thing. Hookers = AIDS! I'll continue to bone the ol' lady, thank you—free too.

Dirty Dee
Perris, California

Hey, Dirty, give Greg a break. "My Favorite Things" was a HUMOR piece, get it? Ain'tcha ever heard of parody? Don't take everything so damned seriously! Sheesh!

Rolling Thunder 2000

The year 2000 will be the 25th anniversary of the signing of the peace treaty officially ending the war in Vietnam. I got out in March 1967, had a few rough years (10 or 12 or so), and have never been to The Wall. I don't know how I can face the names of all those heroes who gave their last full measure of devotion for their country.

I never heard the words "Welcome home" till one night in '94. I met a fellow vet and biker. We were drawn to each other, kind of by instinct. I knew that he knew, and he knew that I knew. At first we avoided the subject, not wanting to open old scars. Then one night we found ourselves alone in a bar after drinking a few Jacks and Buds. Shit just started pouring out. That night I finally realized what was haunting me. All these years I've been feeling guilty about killing little people and for coming home when so many others didn't. So I'm asking you all to help the vets. At The Wall on Memorial Day weekend, give 'em a big welcome home. They deserve it.

And to all you vets out there: Let's celebrate the 25th anniversary by making this the biggest Rolling Thunder ever. (Why don't we rent out Veteran's Stadium, hire some of the old bands, and make it a Rolling Thunder to remember.)

Rain
Brockton, Massachusetts

Some Harsh Words

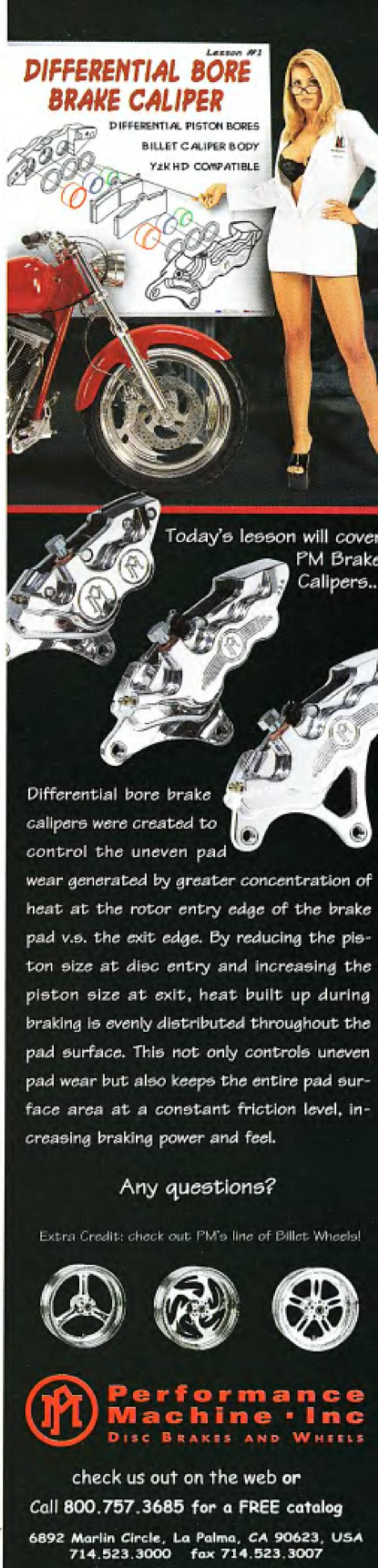
I can't believe that Tony Canning's Celtic Tiger took third Best of Show, Judged Class [Nov. '99 issue, see photo below]. That has to be one of the ugliest things I've ever seen in this mag.

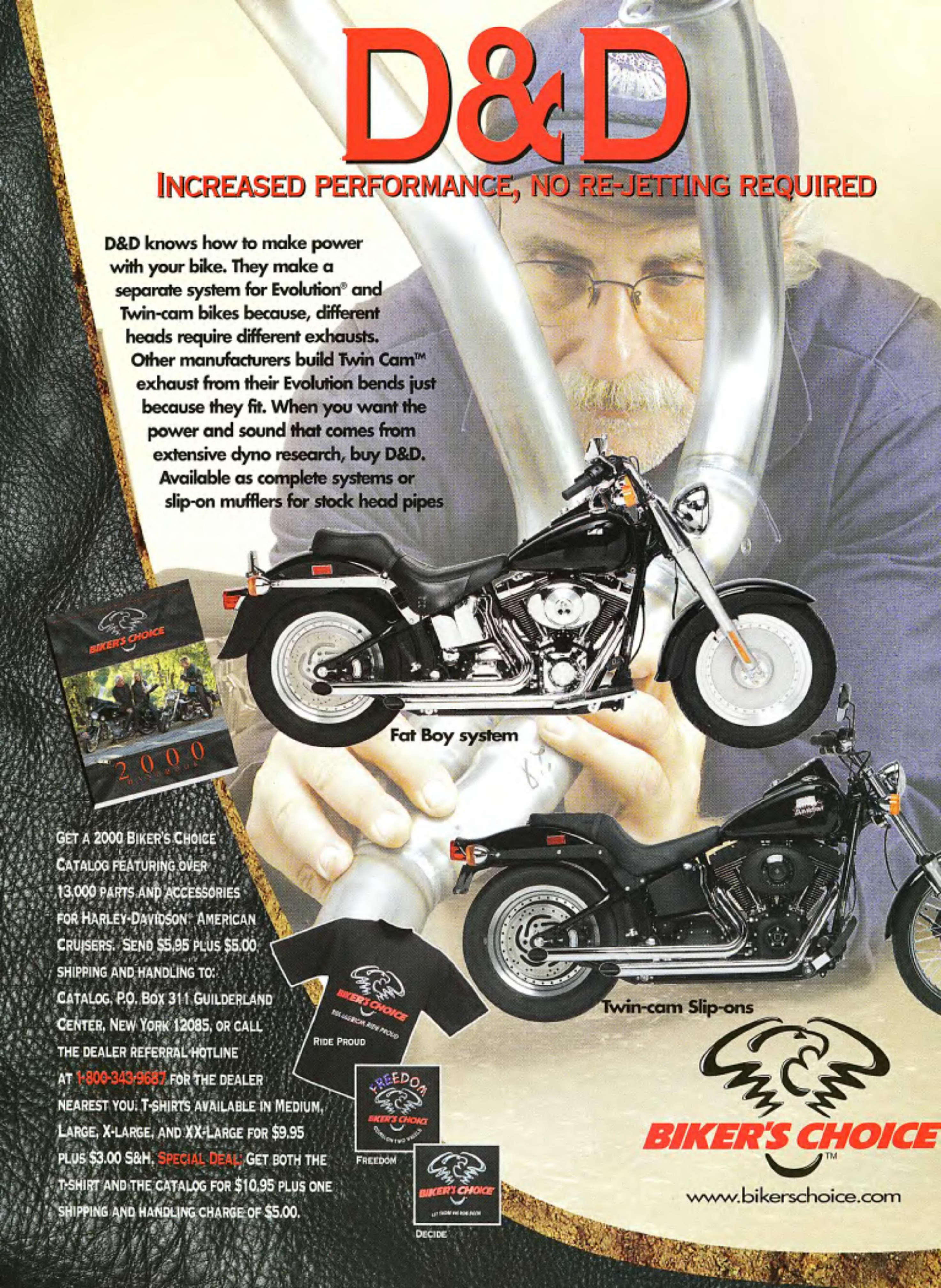
Just because some wannabe comes along and picks out as much shit as he can put on a bike doesn't make him a custom bike builder. Handmade risers my ass. Those are off a new Sporty! An air-cleaner cover for a nose cone? A nose cone cover for a tranny cover? The two carbs, the eight-piston brakes, the seven- gallon tank! This guy just went shopping for quantity, not style or class, not to mention that spaceship rear fender. Doesn't he know what apehangers are? Wonder what his Mercedes looks like, the Batmobile?

This guy obviously spends too much time at the pub—you know how those guys like their whiskey!

Sober
Albuquerque, New Mexico

You bet! And we were drunk when we picked it too!

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NO ONE'S SAFE FROM BRIAN GIFFORD'S MEAN STREET CAT

It's a jungle out there, and this big cat prowls through the night in search of prey and absolutely takes no prisoners. Slicing the darkness with one alien eye, this beast was built from scratch, by hand, to do one thing: be bad. This 1997 Street Racer is the dream child of Brian Gifford of Boca Raton, Florida. He's a life-long rider and one of the head wrenches down at Thunder Cycle Design in Fort Lauderdale. He knows that the passion for all things on two wheels runs deep, and that the only way to feed that passion is to build kick-ass scoots.

Having run the gamut from stock to shock Harleys, Brian was ready to build a personal ride that would make a statement among the sea of Softails he'd see at runs. Starting with a Paughco FXSB frame and a stock 80-cubic-inch Evo motor and tranny, Brian hand fabricated most of the rest of the bike himself, fueled by the sweat of his brow, a burning desire to create his dream bike, and the

hard-earned knowledge of how to wrench a radical ride.

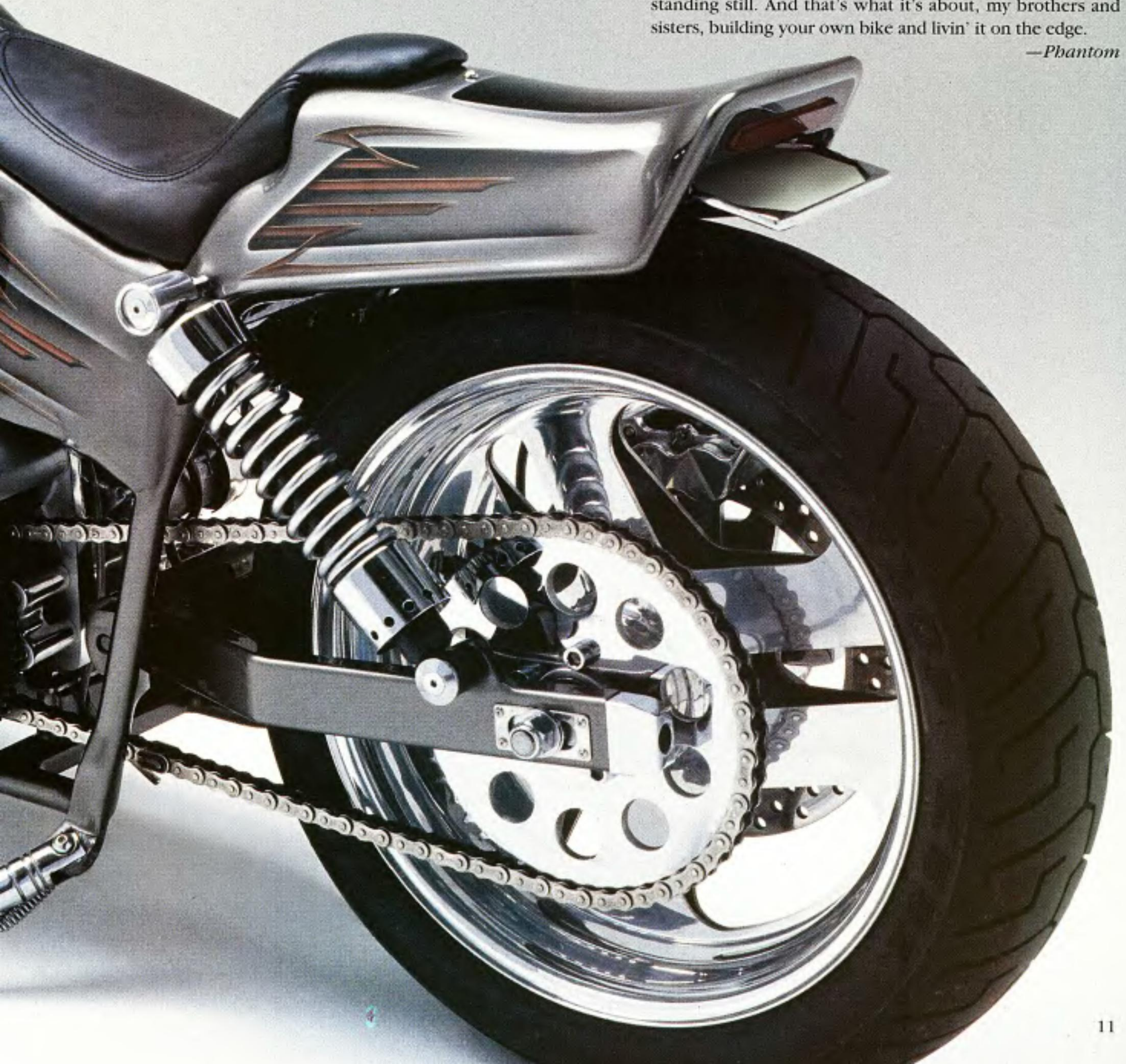
The gas tank, oil tank, and fenders are all Brian's design. Raw sheet metal and many hours of cutting, bending, shaping, and hammering later turned into a truly one-of-a-kind statement that flies in the face of conformity. Yeah, this ain't your daddy's Harley. Details like the unique triple trees and primary drive are Gifford's designs as well.

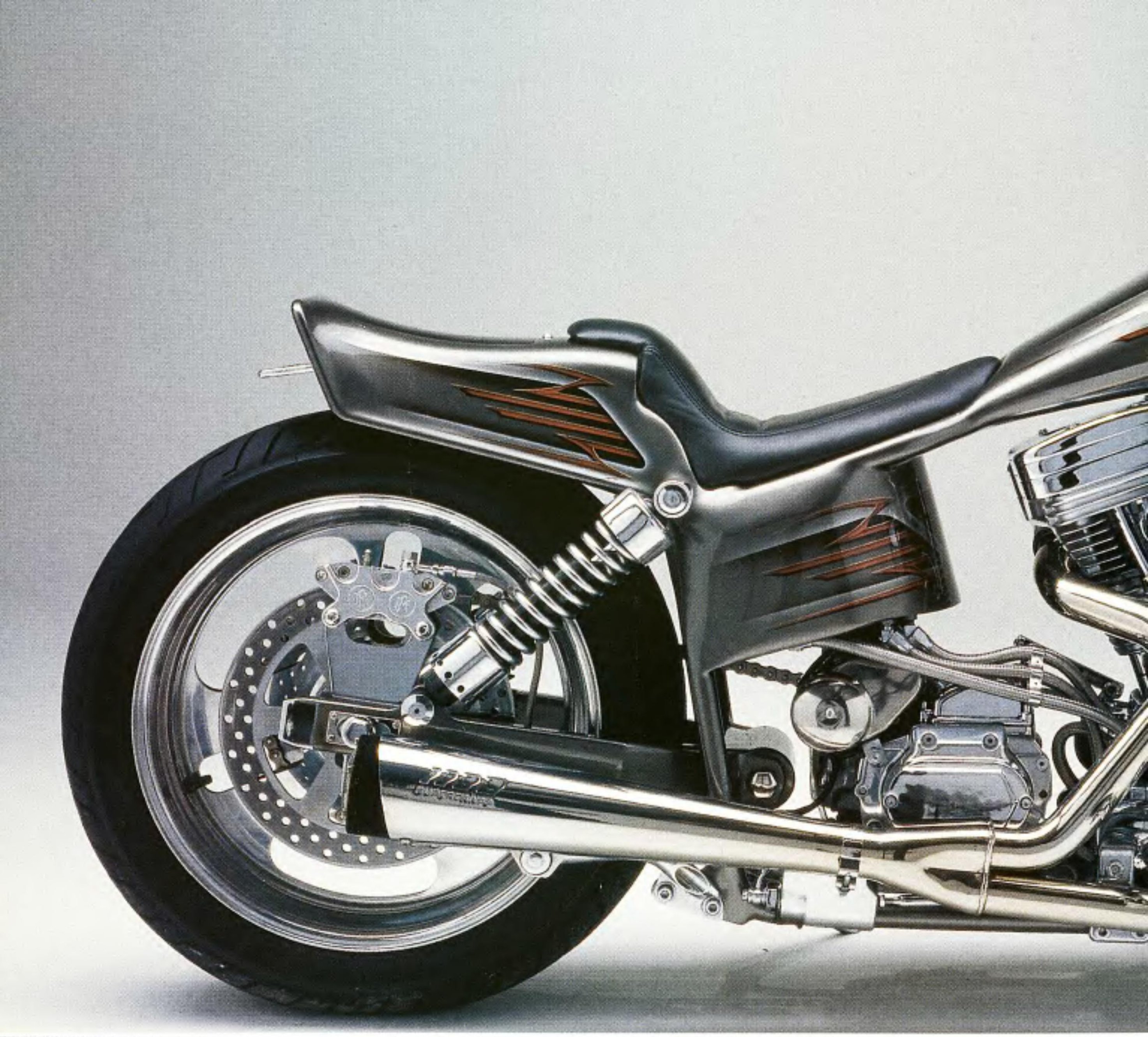
To put some serious power to the pavement, Brian chose Wiseco pistons with 11.5 to 1 compression, a Crane single-fire ignition and cam, S&S carb, and Supertrapp pipes. The tranny has been modified with RevTech close-ratio gears, and this is one fast-shiftin' mother. To put it simply, if this galaxy gray shark slinks up next to you at a stop light, just smile and offer him the lane, 'cause he's gonna take it anyway.

Speakin' of the slick gray paint, the House of Kolor and PPG pigment was sprayed on by the talented Zak Hartman of Zak's Custom Color, and then a bun-huggin' seat was

crafted by local legend, Leather Joe. The end effect is a nasty iron stallion that looks like it could eat Ninjas for lunch just standing still. And that's what it's about, my brothers and sisters, building your own bike and livin' it on the edge.

—Phantom





Owner: ....Brian Gifford
City: ....Boca Raton, Florida

General

Fabrication: ....owner
Year/make: ....1997 Street Racer
Model: ....FXSB
Assembly: ....owner
Chroming: ....Atlantic Plating

Engine

Year/model: ....1991 Evo
Rebuilder: ....owner
Ignition: ....Crane single fire
Displacement: ....80 cubic inches
Lower end: ....H-D
Pistons: ....Wiseco
Cases: ....H-D
Heads: ....H-D
Cam: ....Crane
Carb: ....S&S
Pipes: ....Supertrapp
Modifications: ....balancing by Wildwood Cycle, S&S air cleaner

Transmission

Year: 1997
Modifications: ....RevTech close-ratio gears, one-off 1½-inch primary drive

Paint

Molding: ....Zak's Custom Color
Painter: ....Zak Hartman
Color/type: ....galaxy gray/ House of Kolor PPG

Frame

Year/type: ....1997 FXSB
Builder: ....Paughco
Modifications: ....35-degree rake, 2-inch stretch, custom swingarm

Accessories

Bars: ....XLX Custom
Handlebar controls: ....H-D
Fenders: ....handmade steel
Headlight: ....one-off
Taillight: ....custom LED
Speedo: ....Custom Chrome
Pegs: ....KüryAkyn
Foot controls: ....KüryAkyn
Electrics: ....owner
Gas tank: ....stretched
Oil tank: ....custom
Oil system: ....high volume S&S

Seat: ....Leather Joe
Mirrors: ....small billet
Grips: ....H-D

Forks

Type: ....wide glide
Builder: ....H-D
Modifications: ..custom triple trees

Wheels

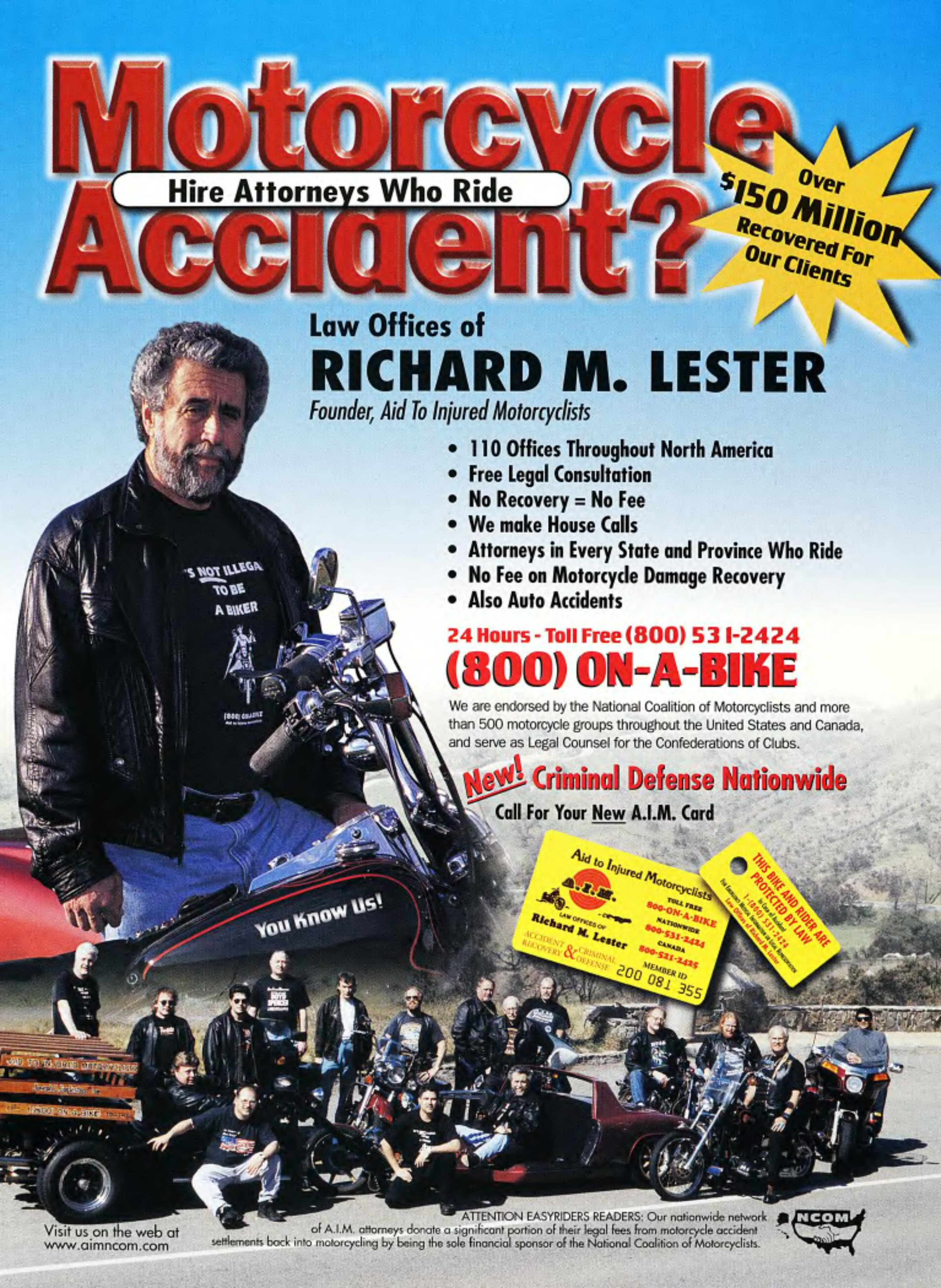
Front

Type: ....Performance Machine spun aluminum
Size: 19-inch
Tire: ....Dunlop
Brake: ....Performance Machine

Rear

Type: ....Performance Machine spun aluminum
Size: 17-inch
Tire: ....Dunlop
Brake: ....Performance Machine
Photos: ....Don Rogers

"You just can't talk to some guys about Japanese scooters."



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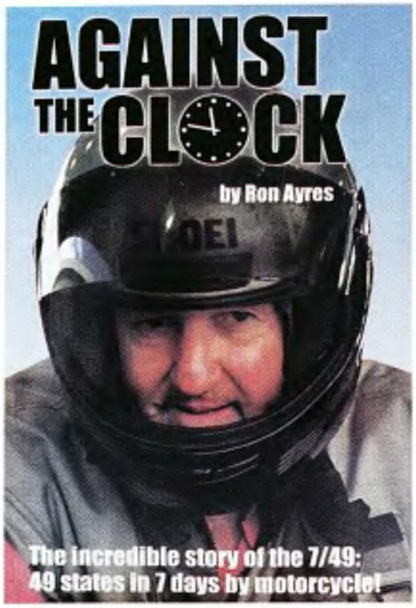
PartsBox



Is My Butt Still Attached?

Ron Ayres wears a funny helmet, but he also rides his damned motorcycle till the wheels fall off! Ron's first Iron Butt adventure was chronicled in his book *Against the Wind*. Now, he's back to do the impossible, namely to shatter the Guinness Record for riding through 48 contiguous states in six days and 31 minutes. He did them one better by riding his motorcycle to Alaska on the 7th day. It's one helluva ride and a great read. *Against the Clock* is available through Whitehorse Press. Call (606) 356-6556 or go to www.whitehorsepress.com.

Ouch! Nice Grips! Ouch!

When you've got to cut light and blast down a drag strip, these babies make sure your hand doesn't slip. They look super cool on custom bikes, too, but do yourself a favor ... wear gloves. Big Daddy's "Hard Time" hand grips are made from 6061-T6 billet aluminum, sporting that heavy-duty knurl for secure grip and killer looks. Available to fit all dual cable throttles from 1981 to present (except those with handlebar air reservoirs). Get 'em through World Class Custom Motorcycles at (914) 356-7677.

Get More Head

These purdy Edelbrock/Chapman Performer RPM heads are fully CNC-ported for 6,000 plus rpm power on four-inch bore engines. We're talkin' precision CNC machining to assure exacting tolerances in the combustion chamber, intake port, and exhaust port for maximum flow and power here, kids. Designed for engines with the S&S four-inch bore bolt pattern, these heads feature Edelbrock quality and design combined with the ace machining skill of Chapman Racing for some serious go-fast! For info and a free catalog call (310) 781-2222.

When Winter Winds Howl

If the Vikings had these nifty Warmsuit Oversuits back in the days of pillaging, we'd all be praying to Odin right now. Made from 2mm Neoprene, blind stitched and with glued seams to keep out the cold and wet, the new Oversuit will keep you toasty and dry when those winter winds howl. The suit is easy to get in and out of and is great for your ride to work or cross-country touring. Six unisex sizes run large for extra room. Available from Warm Suit Int. Call (562) 989-9346, or go to www.warmsuit.com.

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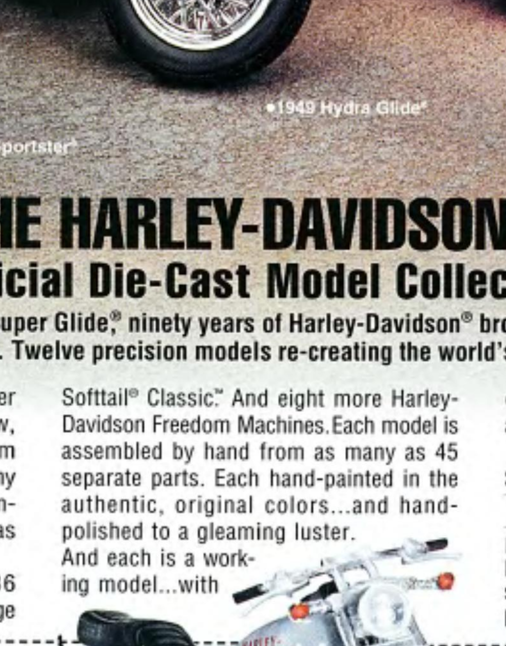

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GHOST RIDER'S SUPER SLAMMED SOFTY BRINGS IT ALL TOGETHER

Mean And Low

Some guys ride for a lifetime, some discover the lure of the open road later on in life. Other times, a dude is simply content to go and get himself a bike, be it a basketcase that he carefully resurrects or a brand-new sled straight from the showroom floor. Then there are the rarer circumstances that eventually bond man and machine. Enter Lou Miraglia.

Lou's the kind of guy who got bitten by the riding bug about five years ago and hasn't looked back since. Deciding that he'd forgo the basketcase or new factory stocker, Lou set his sights on something a little wilder. After doing some looking around, Lou stopped in at a new shop called Ghost Rider Custom Cycles in Canoga Park, California. After some ideas were thrown around, Ghost Rider built Lou a kick-ass Springer that unknowingly had set things in motion for both parties involved.

See, a year later Lou bought in as a partner at Ghost Rider, and from there the partnership has been very successful. Lou decided that a new bike was in order, so the whole crew sat down and formulated the plan that, although it would be built on a Softail chassis, the bike would have all of the look and aggressive styling of a rigid.

Once the format of "mean and low" was settled on, Ghost Rider began working on modifying the Atlas chassis, and Lou decided on a 113-cube monster to power the sled. When it came time for the maiden voyage, Lou quickly realized that the monster engine was not all he had expected. Sure, as far as a torque generator it was awesome, but he never got a good feel for the thing and decided to make a change. He settled on a 97-inch Axtell/STD big bore and immediately found the right combination. Now the bike had everything he was looking for, because beyond "low and mean" it was also ridable, and, man, he was out there having fun.

Well, as things go, the bike was buttoned up a while back now, but to this day the mean and low blacked-out sled still draws its share of onlookers; in fact, after Ghost Rider finished the bike, it was several months before people stopped bringing pictures of it to other local shops, wanting a reproduction created. But for the Ghost Rider crew, it's on to the next project, which, according to Lou, is still in the idea phase. But as Ghost Rider Custom Cycles continues to grow, it's more than likely we'll see Lou here in *Easyriders* again before long. Way to go guys.

—Erik Falconer

Owner: Lou Miraglia
City: Canoga Park, California

General
Fabrication: Ghost Rider Custom Cycles, Inc.
Year/make: 1996 Special Construction
Model: Softail Custom
Assembly: Ghost Rider
Chroming: South Bay Chrome

Engine
Year/model: 1997 Evo
Rebuilder: Ghost Rider
Ignition: Crane Hi-4
Displacement: 97 cubic inches
Lower end: S&S
Pistons: JE
Cases: STD
Heads: STD 2-plug
Cam: Axtell
Lifters: JIMS
Carb(s): Mikuni HSR 42
Pipes: RB Exhaust
Modifications: Crane pushrods JIMS lifters, Joker Machine air cleaner, Nology coils

Transmission
Year: 1997/H-D case
Modifications: Andrews gears, ART hydraulic clutch

Paint
Painter: Exotic
Color/type: Abyss Black/House of Kolor

Frame
Year/type: 1997 Pro Magnum
Builder: Atlas
Shocks: KT torsion bar
Modifications: 38-degree rake

Accessories
Bars: Ness
Handlebar controls: JayBrake
Fenders: Ghost Rider
Headlight: Headwinds
Taillight: Ghost Rider
Pegs: Performance Machine/custom
Foot controls: Performance Machine
Electrics: internal wiring
Gas tank: 5-gallon, steel, two-piece
Oil tank: H-D
Oil system: custom
Seat: Ghost Rider
Mirrors: JayBrake
Grips: Jay Brake

Forks
Type: Roma, inverted
Builder: Roma
Modifications: trees by Ghost Rider

Wheels
Front
Type: RC Comp
Size: 18-inch
Tire: Dunlop
Brake: Performance Machine

Rear
Type: RC Comp
Size: 18-inch
Tire: Metzeler
Brake: Performance Machine

Photos: Jim Gianatsis

Why are Democrats better in bed?
'Cause you've never heard of getting a good piece of elephant, have ya?
Fat Boy
The Rockies

Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

Spring Run
Date: March 24-26
Place: Hope
Info: (501) 605-0532

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Motorcycles in the Park
Date: Feb. 12-27
Place: San Diego Automotive Museum
Info: (619) 231-2886

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Conn. Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

District 5 Valentines Day Ride
Date: Feb. 13
Info: (404) 294-8900

Macon H.O.G. Bike Show
Date: Feb. 18-20
Info: Dennis (912) 929-5980

Dist. 1 Chili Cookoff
Date: Feb. 19
Info: (404) 294-8900

Run to the Sun
Date: March 3-5
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Motorcycle Parts Extravaganza
Date: Feb. 6
Place: Will County Fairgrounds, Peotone
Info: (319) 462-6011

Chicago Chapter Chili Fever Cookoff
Date: Feb. 19
Info: (312) 661-9171

INDIANA
ABATE of Indiana
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

Capitol City Custom Cycle Show & Swap
Date: Feb. 12-13
Place: State Fairgrounds, Des Moines
Info: (712) 262-8910

Ton O' Slush Party
Date: Feb. 19
Place: Don's Pub, Donahue
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

Valentine's Dance
Date: Feb. 12
Info: (410) 287-0443

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

New England Motorcycle Spectacular
Date: Feb. 5-6
Place: Bayside Expo & Conf. Center, Boston
Info: (904) 252-3101

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

M/C Swap Meet
Date: Feb. 6
Place: Lansing Center
Info: (616) 941-0815

M/C Swap Meet
Date: Feb. 20
Place: Detroit
Info: (616) 941-0815

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

Dist. 2 Bike Show
Date: Feb. 26-27
Place: State Fairgrounds, Lincoln
Info: (402) 474-2830

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

NACM Heart Throb Valentines Day Run
Date: Feb. 13
Info: (702) 870-6121

NEW HAMPSHIRE
N.H. Motorcyclists Rights Organization
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

NORTH CAROLINA
Concerned Bikers Association
Info: (910) 866-5434

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

Penn-Ohio Swap Meet
Date: Feb. 13
Place: Yankee Lake Ballroom, Brookfield
Info: (724) 588-4559

Easyriders Invitational Bike Show
Date: Feb. 18-20
Place: Columbus
Info: (800) 962-9857

Meltdown Party, featuring the Burnt River Band
Date: Feb. 26
Place: Twinsburg
Info: (330) 425-7830

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

OREGON
ABATE of Oregon
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

Easyriders Bike Show
Date: Feb. 12
Place: Philadelphia
Info: (800) 962-9857

RHODE ISLAND
Rhode Island Motorcycle Association
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tennessee
Info: (615) 883-5024

Southwest Valentine's Day Dance
Date: Feb. 12
Info: (615) 907-0304

Cheatham Valentine's Day Dance
Date: Feb. 13
Info: (615) 907-0304

Carroll Bike Show/ Swap Meet
Date: Feb. 26-27
Info: (615) 907-0304

TEXAS
ABATE Confederation
Info: bdep.hypermart.net.biker.htm

TMRA II
Info: (512) 459-6777

Bike Show/Swap Meet
Date: Feb. 13
Place: Civic Center, Abilene
Info: (972) 402-8946

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Mid-Atlantic Motorcycle Spectacular
Date: Feb. 12-13
Place: Chantilly
Info: (904) 252-3101

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

ABATE of Tacoma Valentines Day Party
Date: Feb. 12
Info: (253) 531-2909

Resurrection MC St. Valentine's Day Massacre Party
Date: Feb. 12
Info: DC (253) 537-6358

Rat City Chapter Freeze Yer Butt Off Run
Date: Feb. 12
Info: (425) 643-9675

Sky Valley Chapter Shaking the Winter Blues Party
Date: Feb. 26
Info: (425) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

WYOMING
Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425; www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983; www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
British Columbia Coalition of Motorcyclists (BCCOM)
Info: (604) 580-0111

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

Bobaweegie Cheese Log Rolling Festival d'Yorvik
Date: Feb. 2
Place: York, England
Info: just show up and ask for Ragnar

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

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Easynews

If it's of interest to bikers, we'll print it.

headline story of the month

ADBA and Easyriders announce Top Fuel World Championship

The American Drag Bike Association is set to stage the first ever, truly International Drag Racing Series this January and February in the land down under, Australia. It has issued competition invitations to the top four American, Australian, Canadian, and European racers who ride the Nitro Burning Harleys capable of going more than 200 mph. The Series will take place on three Australian tracks, with the final being held at the Adelaide International Raceway in South Australia on February 12, with a $60,000 purse.

The ADBA is proud to announce the three race series will be titled the "Easyriders Top-Fuel World Championship." The association with *Easyriders* Magazine in conjunction with the coverage to be given by Horse Power Television will ensure this event maximum exposure in the USA.

Photo: Mike Lichter

Heading the assault for the title from the U.S. is Bill Furr from Orangeburg, N.C. Coming from Canada, still eager to dominate international competition as he did in Sturgis last year, is Ron Houniet of Haney, British Columbia. At the top of the European FIM points ladder, with his supercharged Harley, is Rob van Geffen from Eindhoven in the Netherlands. The host country, Australia, offers its well-known Jack Daniel's Team with rider Brett Stevens of Brisbane, and to make sure that the ultimate challenge is complete, the ADBA offered the competition "Wildcard" to legendary Jim (The Judge) McClure of Williamsburg, Virginia.

As a further boost to the Calder event, Larry (Spiderman) McBride will be in attendance as a guest of the ADBA. For those not aware of Larry, he is now the fastest man in the world with a blistering 5.993 sec run, and that was, of course, the first five-second pass on two wheels. Larry also ran the fastest terminal speed ever, at a whopping 243 mph, despite "clicking" the bike at just 5.8 seconds.

Never before has a field of competitors included all of the Who's-Who of the Nitro Harley Racing World. *—Phantom*

We are proud to introduce the full field of 17 competitors and 2 alternates for the prestigious "Easyriders Top Fuel World Championship"

Australia

Brett Stevens	Brisbane, Queensland
Ian Ashelford	Perth, Western Australia
Joe Edmunds	Brisbane, Queensland
Brett Jonas	Perth, Western Australia
Steve Little	Bairnsdale, Victoria
(Alternate)	
Kim Leonard	Adelaide, South Australia

USA

Bill Furr	Orangeburg, South Carolina
John Mancuso	Houston, Texas
Mark Conner	San Antonio, Texas
Steve Moore	Spartanburg, South Carolina

Europe

Rob Van Geffen	Eindhoven, Holland
Ton Pels	Mijdrecht, Holland
Charlie Karling	Taby, Sweden
Willem Been	Amsterdam, Holland

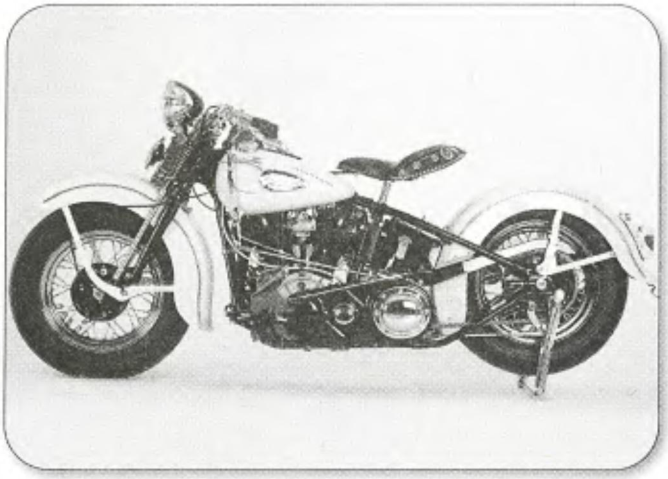
Canada

Ron Houniet	Haney, British Columbia, Canada
Ken Kent	Edmonton, Canada
Greg "Max" MacLean	Langley, British Columbia, Canada
Warren Hill	Mission, British Columbia, Canada

Wildcard

Jim McClure	Williamsburg, Virginia

Round 1: Jan. 29, 2000, Calder Park Raceway, Melbourne, Victoria.
Round 2: Feb. 5, 2000, Willowbank Raceway, Brisbane, Queensland.
Final: Feb., 12, 2000, Adelaide Int'l Raceway, Adelaide, South Australia.
Information: www.americandragbike.com • (615) 789-3202.



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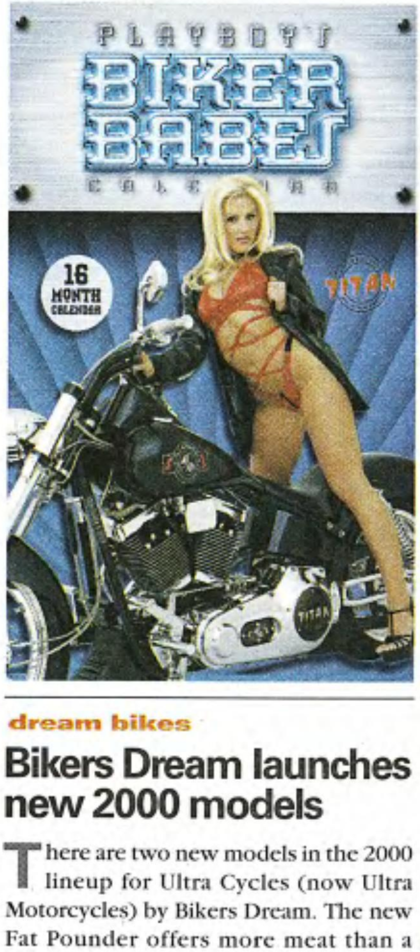
good stuff

The Playmates are back!

Yep, Titan's new *Playboy Biker Babes Calendar 2000* should be in bike shops by the time you read this. Once again you can drool over long-legged lovelies with massive meat pelts and vacant smiles astride Titan's Gecko, Sidewinder, and Roadrunner scooters. The 12-month calendar features four bonus months at absolutely no extra cost to you, the consumer.



dream bikes

Bikers Dream launches new 2000 models

There are two new models in the 2000 lineup for Ultra Cycles (now Ultra Motorcycles) by Bikers Dream. The new Fat Pounder offers more meat than a Quarter Pounder with its super-wide 230 rear tire on a wide-ass frame, coupled with an 113-cubic-inch monster of a motor. The Avenger model also comes with the 113-inch motor in a rubber-mounted frame.

In addition to carrying these new bikes, Ultra Cycles is changing its name to Ultra Motorcycle Company to better reflect the company's products and market position in the American heavyweight cruiser catagory.

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- Supporter of the National Helmet Law Protest Rallies

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You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

shack of shame

Nancy Camel

Unless you live in Louisiana, the name Nancy Camel wouldn't even ring a bell. She's the director of the Louisiana Safety Council and showed up at the House Transportation Committee to testify against SB-86, the bill which would allow freedom of choice to motorcyclists 18 and over. Ms. Camel foolishly tried (but failed) to convince committee members to vote against the bill by using an old, but well-remembered stunt used way back in 1981 by then Representative V.J. Bella during a debate over the helmet law.

Arriving in the committee room with a large plastic garbage bag, her misguided intentions were rather obvious. When Camel testified, she pulled out of her "bag of tricks" a full-face motorcycle helmet, a Louisville Slugger baseball bat, and a head of cabbage. Placing the helmet on the table, she stated, "This is your brain with a helmet," and smashed the helmet with the bat (see cartoon next page).

The word soon got around, and legislators from other committee rooms eagerly showed up to watch "Sideshow Nancy" make a total ass of herself.

Her "grand finale" consisted of placing the head of cabbage on the table and triumphantly proclaiming, "And this is your brain without a helmet," smashing the cabbage to smithereens with her bat, sending coleslaw flying in all directions showering down on unsuspecting committee members and others within range, including Governor Mike Foster.

Uncontrollable laughter followed Ms. Camel's silly-ass performance, and members were left wondering if they were being treated to a live performance by Gallagher dressed in drag (without the required plastic in the first three rows) or if it was "Bloopers and Blunders" from the Food Network? Camel was rewarded properly for her brazen stupidity when the committee voted to let people 18 and over ride without helmets.

—Twiggy

What do a condom and a wedding ring have in common?

They're both things that women want you to wear so they can screw with you.

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custom sweeps

Camel Roadhouse Custom Bike Sweepstakes

Win a wild custom bike by stopping in at any Camel Roadhouse on the Camel Roadhouse Tour this year (at motorcycle events around the country). You can also enter by writing in (see the Camel ad in this issue for details). The bike will be the creation of one of the five Camel Custom Builders whose customizing genius will be on exhibit at the Camel Roadhouse Tour events in the coming year. The sweepstakes winner will have the opportunity to select which Camel Custom Builder will produce the $35,000 bike of his or her dreams!

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cyber-cycles

Online Bike Show

Enter your bike in a monthly bike show on the Internet at www.cyber-cycles.com. Clark Whitemyer of Wyoming, Michigan, did, and his bike made it to the top as Best Bike in the Chopper Division. Clark's 1978 Sporty is just one of a passel of scoots you can drool over at Cyber-Cycles. The site also features online shopping, a message board, bike events, and more. Watch for future cyber bike show winners right here on these pages.

"THIS IS YOUR BRAIN WITHOUT A HELMET!" —"Sideshow Nancy" strikes again!.

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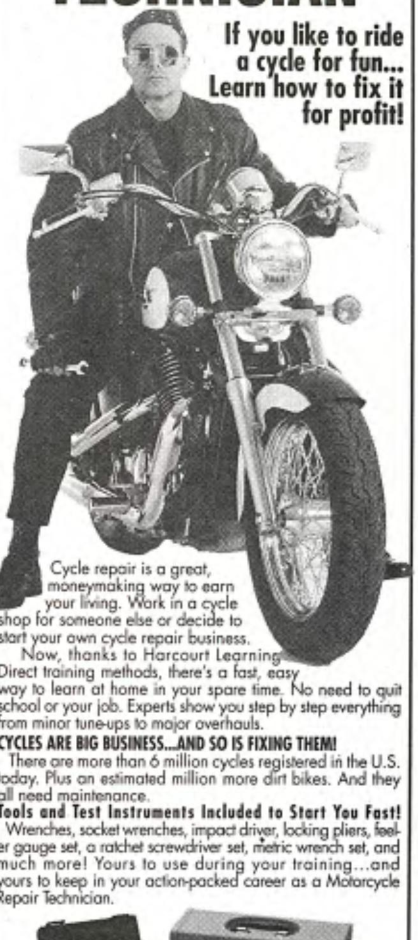

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two-wheeled tidbits

News from around the bikin' world

Denver: Hawgit.com has launched the world's first cyber auction marketplace dedicated to motorcyclists. You can now buy and sell scooters, parts, and related items right over the Web. Pretty neat if you have one of those newfangled marvels ... a computer, that is. This site is strictly for motorcyclists, and it just might work.

Tokyo: After the recent devastating earthquake in Taiwan, Yamaha Motor Company provided 30 of its 50cc motor scooters and 50 generators to the local governments of Nantou and Taichung. A nice gesture on Yamaha's part.

Washington, D.C.: NHTSA announced that Dr. Ricardo Martinez will be leaving the organization to take a job with a firm in the private sector, based in Atlanta. Look out, folks; he will be damaging there, too. Martinez is best known for his nonstop efforts to coerce states to pass mandatory helmet laws. And he actively lobbied against the repeal of the Section 153 penalties in the Intermodal Surface Transportation Efficiency Act (ISTEA).

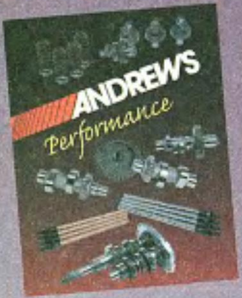
It was during his tenure--and at his urging--that the Center for Disease Control (CDC) unsuccessfully attempted to classify motorcycle accidents as a treatable disease!

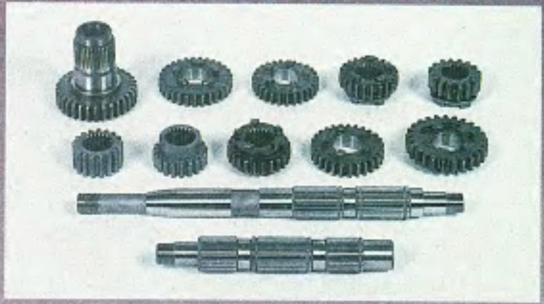
Sao Paulo, Brazil: The son of famed Brazilian soccer player Pele is to be tried for murder in the death of a motorcycle rider he hit while racing with another car. Maybe if there were a few cage drivers hit with those charges in this country, the murder of bikers on the roads would become a lot less attractive.

Minneapolis: Norton Motorcycles has moved to the production phase of its planned resurgence of this fine ride. The company has entered into an agreement with the U.K. firm Verpo, Inc., to prepare the company's motorcycles for production in the areas of vehicle engineering and distribution. Who knows, we might see Nortons on the road again!

—Gunny

GEARS BY ANDREWS





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all good deeds

Easyriders of Columbus, Ga., raises dough for rug rats

Starting from Easyriders of Columbus, Georgia, the ride brought in $40,200, which was in excess of 10K more than last year! It was all part of the nationwide bike runs for the March of Dimes. One of the top prizes awarded for collecting donations was a stars and stripes helmet signed by Peter Fonda and Erik Estrada.

Photo: Easyriders of Columbus, Georgia

Speed Trap Spotters

Two enterprising Canadian youths have found a way to make money from passing motorists. No lemonade stands for these boys. It seems one boy stands up the road from the local speed trap with a sign alerting motorists to its presence. Further down the road, after the speed trap, the second boy stands by the road with a bucket marked "Tips."

—AMA

ABATE Director Injured

Gary Barnes, state director of ABATE of New Mexico, was seriously injured in a motorcycle accident on his way to the Four Corners Rally over Labor Day weekend. Details about the accident are still being investigated by AIM attorney Curtis Lombardi. Gary remains in ICU and will be transferred to a rehabilitation

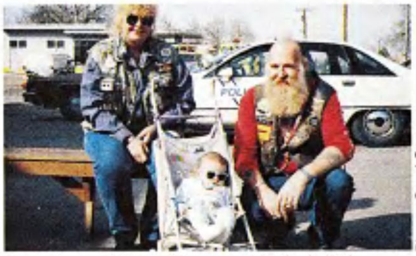

Photo: Carol Savage

Brenda and Gary Barne with their little friend, Dalton Yarbrough.

center after he's stable. His wife, Brenda, also an active force in New Mexico biker politics, said his doctors ordered Gary not to work for the next 12 months. As we all know, medical and living expenses can get out of hand at times like this.

A Trust Fund for Gary and Brenda has been set up. Contributions via check or money order can be sent to: Gary Barnes Fund, #76539, c/o Edwards Federal Credit Union, 10 S., Muroc Dr., Edwards, AFB CA 93524-1259. If you have any questions, please call me at (661) 256-8835. Thank you all in advance for your contributions and may God bless you.

—Carol Savage

investment news

Two-Wheeled Investor

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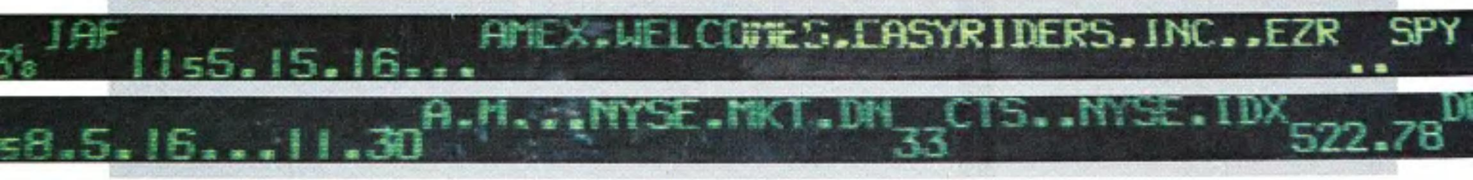
Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	BIKERS DREAM	1997	0.81	12/14/99	9.21 - 0.56
EZR	EASYRIDERS, INC.	1998	0.81	12/14/99	2.75 - 0.62
BIGX	EXCELSIOR-HENDERSON	1996	1.00	12/14/99	11.00 - 0.65
HDI	HARLEY-DAVIDSON	1986	56.00	12/14/99	64.06 - 39.56
PII	POLARIS/VICTORY	1996	34.75	12/14/99	45.68 - 27.00
TMOT	TITAN MOTORCYCLES	1998	2.94	12/14/99	5.25 - 2.00



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BAD PIG CREATIONS

The Other White Meat

There's a new squiggly-tailed sheriff in town, folks, and lemme tell ya, he's one bad little piggy. Fictitious, of course, but if you pull one of his shirts over your ol' lady's head lamps, the grin below the swollen swine's snout'll have ya gettin' more wood than a caffeine-crazed lumberjack in the thick of the black forest. Really.

Brian Olea was a man with a plan. The owner of Bad Pig Creations has launched a clothing and accessories line that, well, seems to have taken on a rip-snortin' life of its own. In less than a year, the guy went from workin' construction with his own company to crankin' out ideas that have a knack for touching a certain attitudinal nerve amongst Harley riders everywhere.

The 1998 Love Ride was the first test of Bad Pig's potential. By day's end, there were more chests adorned with El Puerco Malo's mug than there are lost kids on the cartons in a milk truck. Cops and bikers (now there's a wacky notion) were diggin' the beejezus outta the stickers, T-shirts, and the models to whom said merch was affixed. Brian's booth at the north end of the park was swine central, drawing the collective curious into its inner trough for a look-see at the buzz word of the day.

All this sprang from Brian's custom license plate for his '97 Road King: BAD-PIG. People kept sayin' how cool that phrase looked and sounded. Coincidentally, his truck license plate read: DTGVUP, for Don't Give Up. This was his 750cc road racing motto for years. Somewhere between construction sites and traffic jams, the two thoughts juxtaposed in his noggin', and badda bing: epiphany time!

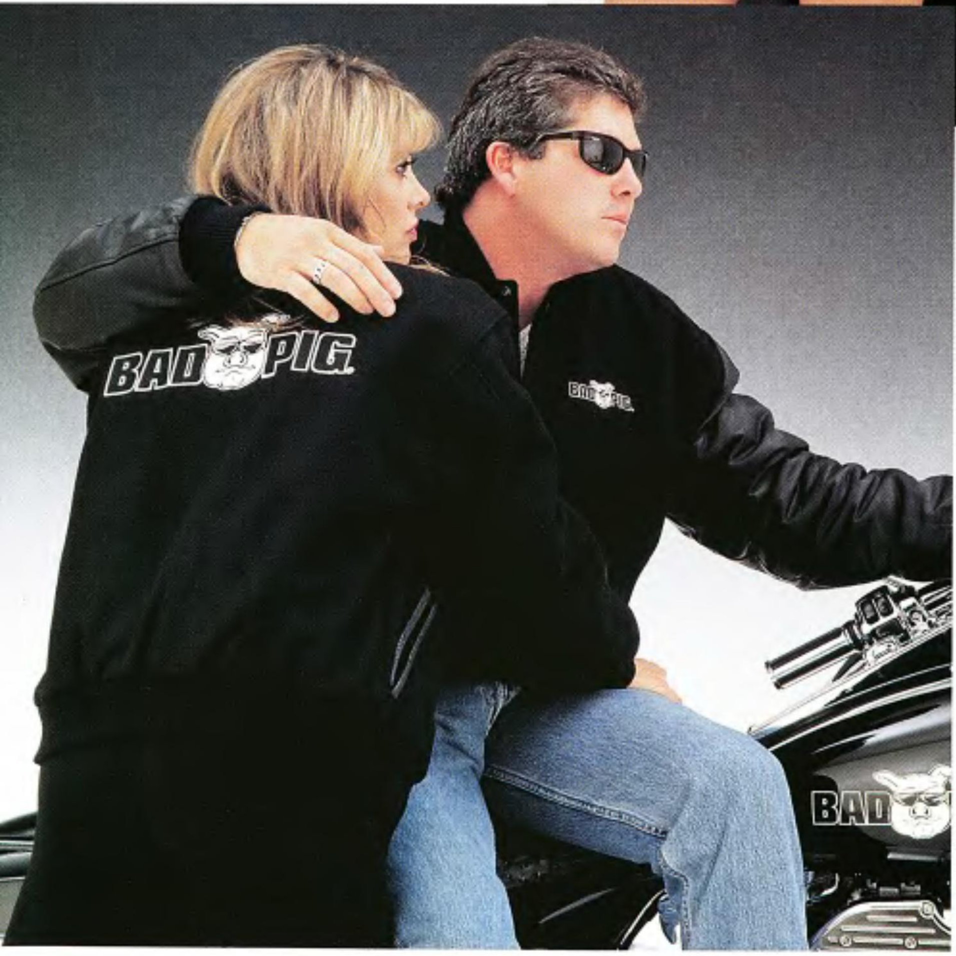
Brian promptly set about designing this little piggy's look by visiting different artists and describing what was in his not-so-bald head. The methodology only routed so deep into the essence of cloven-hooved nastiness, so Brian took things one step further: he started wearing a pig's snout, a pair of RayBans, and an earring to the meetings to convey the essential elements. Hey, whatever works.

Still not satisfied, Brian took bits and pieces of each artist's interpretation and eventually came up with the snout du jour. From there, the madness ensued. Check it all out at www.badpig.com.

Yeah, yeah, yeah ... but what the hell does any of this have to do with gettin' women to bare all in the name of promotion and commotion? The lovely little piglets before you were ripe for the rootin', or so we thought. Hell, the chance to be in a two-page spread in Easyriders woulda drawn half of the female population of Sturgis '99 into a tidal wave of shirt-shuckin' frenzy. Guess we blew it by having sweaty palms, heaving gasps, and unfurling tongues en masse. (that's French for all together).

But no sir, it wasn't for a lack of trying. We tried time-honored classics like, "There's a water leak in the dressing room. Just change behind this curtain. We'll hold it up and look the other way"; followed by, "Those African killer bees could be anywhere. Best that we stay REAL close to ya throughout this whole affair"; and, of course, one of our best shots, "Hey, how 'bout you girls just change in front of us. We've never seen such beauty. Really."

A few slaps, "Dream on," and "My boyfriend is a SWAT cop" comments later, the message was clear: The chances of us witnessing the 100-percent pure-cotton transformation of innocent models into full-blown Bad Piglets was just about the same as OJ Simpson gettin' a job as a butcher in a Brentwood deli.



Photos: Raiko Hartman

So we went for it. Yes we did. The sight of those girls in fabric designed to incite riots in the pigpen was simply too much.

"Puuuhhhhhlllleeeeezzze! Sreeeet! Sreeeet! Sreeet! We bad little piggies are BEGGIN' ya! Sreeeet! Sreeeet! Sreeet!"

Humility is a virtue if you play golf with Arnold Palmer; beyond that, it's an utter waste of time. We sulked away toward the door, defeated and duly deflated, when a glimmer of hope arrived that reignited our opportunistic fires. Guido's Snack Shack rolled up into the photo studio driveway.

"Lunch wagon! Hey wadda ya want?"

The lovely little piglets went nuts.

"Gimme a hot dog!"

"I want some Vienna sausages!"

"Pork rinds! You got any pork rinds in there?"

Hot damn! Yeah, buddy, like the back of the tag on Brian's shirts say: Don't Give Up.

—*Captain Trash*

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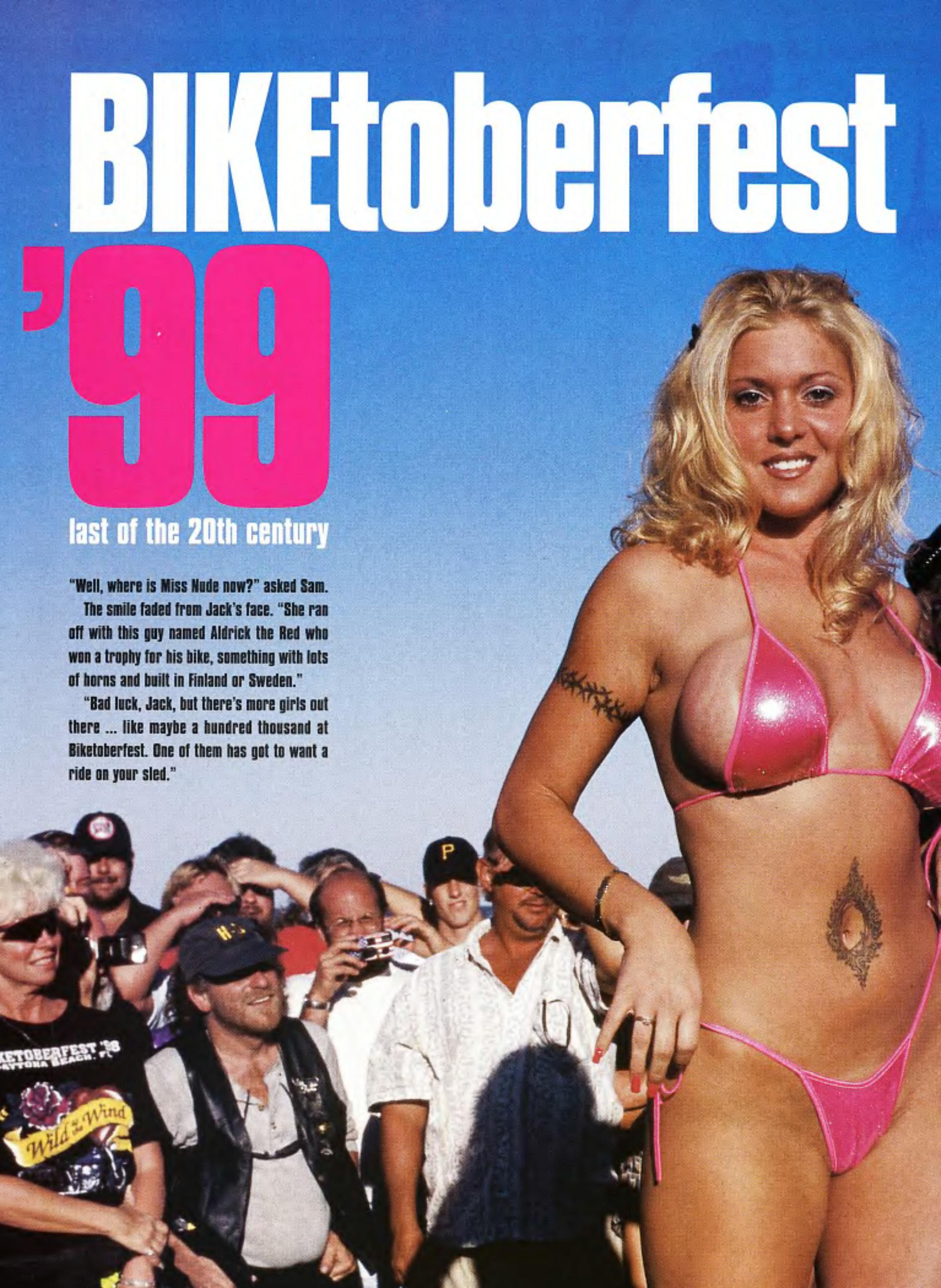
BIKEtoberfest '99

last of the 20th century

"Well, where is Miss Nude now?" asked Sam.

The smile faded from Jack's face. "She ran off with this guy named Aldrick the Red who won a trophy for his bike, something with lots of horns and built in Finland or Sweden."

"Bad luck, Jack, but there's more girls out there ... like maybe a hundred thousand at Biketoberfest. One of them has got to want a ride on your sled."



"she rode all over daytona

It was Thursday, the mandatory one wet and rainy day during an otherwise balmy Biketoberfest '99, and we were lounging in the Mar Vista Motel, plugging our last quarters into the "Aliens Ate My Motorcycle" video game, when "Sidehack Jack" Denninger, a rep for a well-known polyethylene manufacturer (don't mention blow-up dolls) sauntered in, his Easyriders VIP tag dangling around his neck. "You'll never believe what just happened to me on Main Street!" he shouted, shaking himself like a Kentucky coon dog after slogging through a stream.

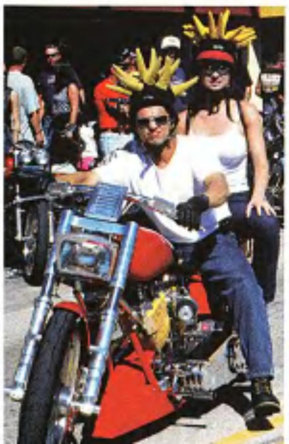
Ducking the storm of water, Sockethead Sam and I blasted the last of the attacking aliens trying to steal our miniature plastic Harley, but 10 trillion points wasn't enough to win a free game and save the planet from yuppies in Mercedes Benz trikes so we gave Sidehack the response he wanted. "What happened Jack?" we slurred in a chorus.

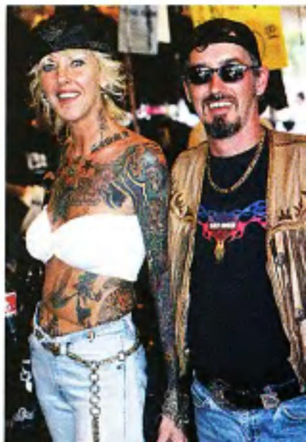
Jack, who rode a vintage German Steib sidecar rig painted olive drab (as was his custom '42 WLA), grinned from one ringed earlobe to the next. "Miss Inter-Galactic Nude walked into the Easyriders store when I was buying dry socks."

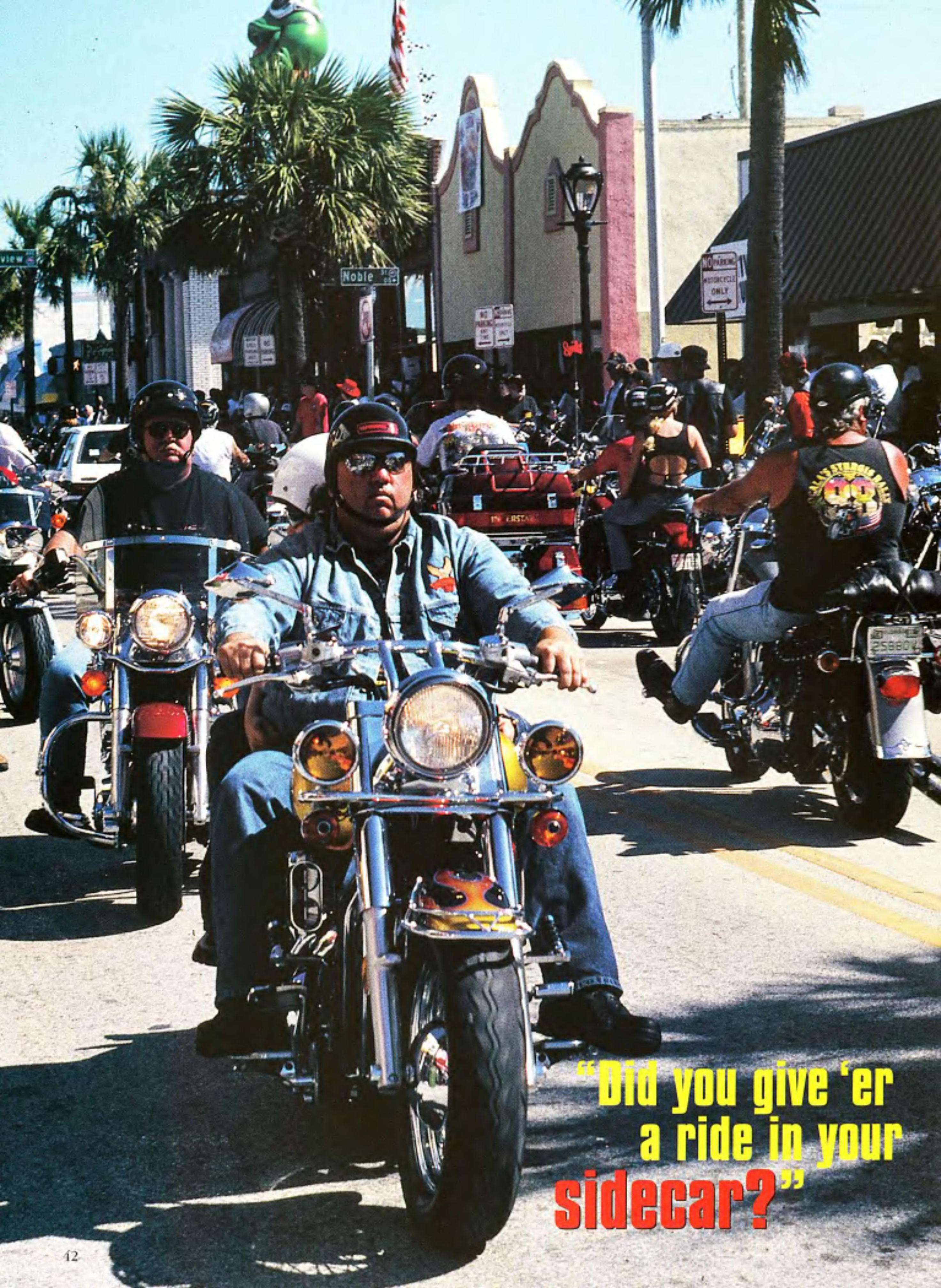
That was news of some import so we put down our plates of conch fritters left over from the Pre-Biketoberfest Daytona H-D Seafood Festival, and said, "Did you give 'er a ride in your sidecar?" Now, we knew Jack had been riding up and down Main Street for the past three days trying to get a girl to climb into his rig without success. He had even pasted a hundred dollar bill to his forehead, but the only response he got was from a stray German shepherd apparently having flashbacks to a previous life in Stalingrad; it jumped into the sidecar, but that was the extent of Jack's luck.

"Does Milwaukee build the best bike in the world?" he said. We had a policy not to answer rhetorical questions so we just stared at him blankly. He was on a roll and spouted out, "She rode all over Daytona with me ... we hit the Main Street Rally, the *Daytona Beach News-Journal* Motorcycle Expo, Carl's Speed Shop and Daytona Harley-Davidson, and even putted on out to the Ironhorse Saloon ... then we caught the Easyriders Boardwalk and Classic Bike and Bikini Show. They wouldn't let her enter without a bathing suit, but we looked at every one of the bikes, 78 of them, the biggest number of entries that I can remember." Now Sidehack couldn't remember

with me"







"Did you give 'er a ride in your sidecar?"

what he had for breakfast on a good day, but it was one helluva show, attracting something like more than twice the bikes that showed up for the Rat's Hole event.

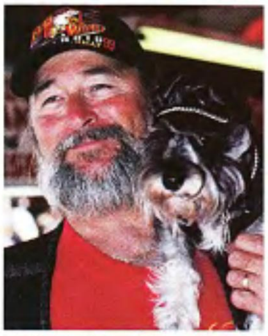
"Well, where is Miss Nude now?" asked Sam.

The smile faded from Jack's face. "She ran off with this guy named Aldrick the Red who won a trophy for his bike, something with lots of horns and built in Finland or Sweden."

"Bad luck, Jack, but there's more girls out there ... like maybe a hundred thousand at Biketoberfest. One of them has got to want a ride on your sled."

"Yeah," chimed in Sockethead. "Ya gotta figure a good dozen twisted their ankles dancing last night. Just paint a red cross on your sidecar and you're in business."

Jack's face brightened. "I knew you guys would come up with an idea." He spun on his boot heels and bolted for the door.



"another one of his unfulfilled fantasies"

Sockethead and I looked at each other and knew we'd better go after him. He had spent five days in Sturgis doing community service for running a beer delivery service out of his sidecar without a permit.

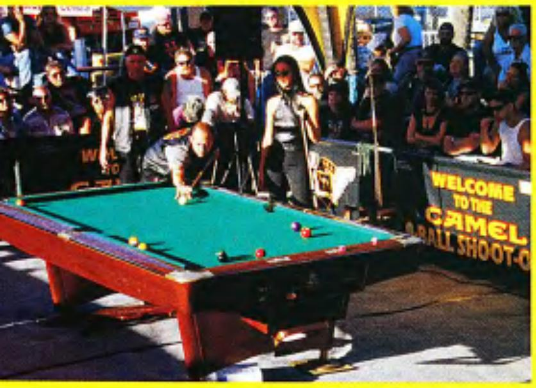
The clouds had gone wherever clouds go, and the sun was shining as we looked up and down A1A. Bikes were everywhere, but not one sidehack with a guy wearing a GI Joe Helmet and a flak jacket. We jumped on our scooters and blasted off toward the Easyriders Pavilion, a magnet for the best bikes and babe material during Biketoberfest, not to mention barbecue, beverages and music—Sidehack Jack's three main food groups. Sure enough, we spotted the vintage sidevalver and monkey chair with Jack entertaining two exceptionally well-equipped ladies in leather. Jack started flapping his arms like an albatross when he saw us pull up. We weren't sure if he wanted us to join his

party or leave him to a potential leather sandwich, another one of his unfulfilled fantasies. Needless to say, Sockethead and I strode on up and introduced ourselves.

Turned out the ladies were sisters, Irene and Sirene, both Floridian flowers and working for the local Chamber of Commerce promoting Biketoberfest. They gave each of us a kiss and a card with the information for the official Web site (www.biketoberfest.org), which gives you everything you ever need to know to maximize your partytime in Daytona. Sam and I thought we'd play dumb and ask the sisters to give us a tour of the town, but Sidehack Jack had the last word. He reached into his sidecar and pulled out a laptop computer and a minute later both sisters were typing in their vital statistics. Sam and I decided the spoils belonged to the victor and left Sidehack with his two prized beauties. Besides, up the street we saw Miss Inter-Galactic Nude causing a traffic jam, so it was time to scoot. See you next Biketoberfest, the first for the 21st century.

—Pickled Paul

Photos: Pam Proctor/Pat Randle



winners list

BEST OF SHOW
- 1ST Brian Elliot, Dayton, Ohio, '99 Fat Boy, early rock theme
- 2ND Carrie Falatick, Boynton Beach, Fla., '99 H-D
- 3RD Grant Smerecynski, Gainesville, Ga. '97 Arlen Luxury Liner

TOP OVERALL CUSTOM
- 1ST Jim Patrick, Oklahoma City, Okla., '98 Heritage Softail
- 2ND J.C., Fairfield, N.J. '95 H-D
- 3RD Dennis Campbell, Bellaire Beach, Fla. '70 H-D Special Construction

JUDGE'S TROPHY
- 1ST Donna Werning, Orlando, Fla. '93 Heritage Softail
- 2ND Tony Pope, Huntersville, N.C., '98 Custom
- 3RD Ronnie Reid, Richmond, Va., '95 Heritage Classic Custom

PEOPLE'S CHOICE
- 1ST Fabio, Montreal, Quebec, '93 FLHS
- 2ND Skip Groeneveld, Deltona, Fla. '98 Triple E
- 3RD Tooley, Palm Harbor, Fla. '99 Sinbad Softail

EVO CLASS
- 1ST Brian Elliot, Dayton, Ohio, '99 Fat Boy
- 2ND Ed Carl, Dublin, Ohio, '89 Softail
- 3RD Dario Montero, Brooksville, Fla., '88 Softail

SHOVELHEAD CLASS
- 1ST Gary Monson, Orlando, Fla., '79 FLH
- 2ND Jack Dower, Princeton, Mass., '81 Low Rider
- 3RD Darrell Toney, Forest City, N.C., '78 Super Glide

PANHEAD CLASS
- 1ST Dale Klco, Boca Raton, Fla., '99 Pan
- 2ND Dennis Campbell, Bellaire Beach, Fla., '55 Panhead
- 3RD John Chick, Orlando, Fla., '56 FLE

VINTAGE CLASS
- 1ST Ron Princeler, Inverness, Fla. '26 H-D
- 2ND Roger Nagy, Hudson, Fla. '56 Pan
- 3RD Ray & Ruth Turski, Kissimmee, Fla. '55 KHK

SPORTSTER CLASS
- 1ST Steve Johnson, Ocoee, Fla. '94 Sportster
- 2ND Dave Leonard, Front Royal, Va., '74 Sportster
- 3RD Chad Sanders, Lantana, Fla. '78 Sportster

RADICAL EVO CLASS
- 1ST Larry McCullough, Baltimore, Md. '97 Softail Custom
- 2ND Roger Majerski, Miami, Fla. '95 Fat Boy
- 3RD Robert Rodriquez, Hygiene, Colo., '97 Special Construction

RADICAL SPORTSTER CLASS
- 1ST DeAnne Tassi, Fla., '93 Sportster
- 2ND Rick Long, Del., '96 Sporty
- 3RD Mark Busch, Port St. Lucie, Fla. '98 Sporty Softail

DRESSER CLASS
- 1ST Rick Clark, Levittown, Pa., '93 FLHTCUI
- 2ND Chris Silberhorn, Germany, Fat Boy
- 3RD Phil Wilson, Akron, Ohio, '79 FLH

TRIKE CLASS
- 1ST Eugene Ames, Coshocton, Ohio, '98 Boss Hoss
- 2ND Dave & Linda Brindle, Dalton, Ga., H-D Trike
- 3RD Bob Davis, Fullerton, Calif., '92 "Hoss-Wagon"

HYBRID CLASS
- 1ST George Cruz, Palm Beach Gardens, Fla., '99 Pro Street
- 2ND Vance Bryan, Daytona Beach, Fla. '99 Confederate
- 3RD Roger Messer, Kansas City, Mo., '97 Big Dog

BEST PAINT
- 1ST Rick Harrison, Mobile, Ala. Ultra Series I
- 2ND George Cruz, Palm Beach Gardens, Fla., '99 Pro Street
- 3RD Stan Saliga, New Smyrna Beach, Fla., '87 FXLR

BEST ENGINE
- 1ST Larry Zimmerman, Boca Raton, Fla. '97 Aftermarket
- 2ND Larry Zimmerman, Boca Raton, Fla. '93 Fat Boy
- 3RD Tooley, Palm Harbor, Fla. '98 Medusa Softail

CHOPPER CLASS
- 1ST Charlie Reiss, Port St. Lucie, Fla. '98 H-D Chopper
- 2ND Jesse, Montreal, Quebec '00 Full Custom
- 3RD Ira Bershatsky, Fort Lauderdale, Fla. '67 Sportster

FOREIGN CLASS
- 1ST Michael Rubin, Inverness, Fla. '97 Valkyrie
- 2ND Jay Gershen, Farmingdale, N.Y., '96 Royal Star
- 3RD Scott Britt, Wilmington, N.C., '96 Royal Star

RAT CLASS
- 1ST Andy/Custom Iron, Deland, Fla. '63 Panhead (kinda)
- 2ND EZ Rat, St. Petersburg, Fla. '70 Triumph Rat
- 3RD Hillbilly, Fort Lauderdale, Fla., Rat

Announcer: Bill Chaffin

Promoters: Bill Chaffin & Dino Paspalakis

Sponsors: Easyriders of Daytona, Boardwalk Merchants, Coca-Cola, *Easyriders* magazine

Judges: Howard Hackman, Columbus, Ohio; Mike Borne, Nashville, Tenn.; C. Howard Johnson, Columbus, Ohio

Trophy Girl: Andrea Beyer, Columbus, Ohio

Talking Tech

Y'know time is money, isn't it? With that in mind, did you know that on a Canadian two dollar bill, the flag seen flying over Parliament is the American flag? Fascinating stuf, huh? Here's anothe one. All 50 states are listed across the top of the Lincoln Memorial on the back of the $5 bill. I just find that amazing. And now for the Tech Letters, already in progress.

—Carl, the janitor

JET SET

I have a 1998 H-D Softail FXSTC with a Magnacharger supercharger. I am having trouble getting jets for the 45mm Mikuni carb I have fitted. I read in your *Easyriders Tech Tips and Tricks Volume 2* (page 57) that there are available jet drills for enlarging main jets. Can you tell me where I can buy the jet drills as they are not available here in South Africa.

Tony Westby-Nunn
Simon's Town, South Africa

Well, it's kinda late and I'm contemplating my third beer, so as I do so, I'll give you a suggestion. What I do when it comes time to modify a main jet is to use a standard set of drills. A fractional set and a set of number drills will give you a bounty of sizes to do the job. Use the smaller drills as gauges to check the size of the jet, then choose a slightly larger size to open the jet up. Don't go overboard; increase it a little at a time. Drills in either inch or metric will suffice, and you should have them available in your corner of the world. Now about some Krugerands ...?

ITCHIN' FOR INCHES

I was sittin' there with a cold brew and the ol' lady when she says, "I want more inches." No, not that—the stock 74-inch Shovel in the garage. So the plan is 4-inch stroke with 3 5/8-inch jugs to get 87.7 cubes. Will the cases need any relief work for the longer stroke and will 3 5/8-inch cylinders fit these cases as is? Please help! When the ol' lady's happy, I'm happy!

Bulldog
St. Pete, Florida

Well, you'd know if your cases needed clearance right from the get-go as the new wheels were going into them. However, that's the stroke that H-D upgraded to when they went to 80 cubes, so have at it. As for the bigger jugs going in without rework—no. The case will have to be bored for the larger spigot diameter of the bigger cylinders. Any good machine shop can do this for you in about an hour. Hope it helps!

IRONHEAD HOP-UP

I have a '76 Sportster that I plan to tear down and would appreciate help in modifying the old Iron Head. I have an electronic ignition and an S&S E carb. How far can I bore the cylinders? What cams are best for street use? Also, where should I order the parts? All the parts books I look at are for earlier bikes with no crossover reference. I'm 61 years young and still like running with the big dogs.

"Big Al" Schmalz
Parkhill, Pennsylvania

OK, the two best connections I can hook you up with would be Axtell Sales (Axtell Sales, Inc., 1424 S.E. Maury, Des Moines, IA 50317; 515-243-2518) for info on large bore jugs for your bike, and Andrews Products, Inc. (5212 North Shapland Ave., Rosemont, IL 60018; 773-992-4014) for the cams.

PICKY, PICKY

This is in reference to the Tech Tip "Wide vs. Wide" [*Easyriders* #315, Sept. '99]. Just measure from the inside of one hole to the outside of the other hole. It's accurate and you don't have to do fraction subtraction.

Kipper
Osan Air Base, Korea

Yes, for what that article was showing you, that type of measurement would be OK. But we're kinda hoping that simple subtraction isn't too much work ... hell, even our editorial staff can handle that. You should see them with the slide rules when the 12-pack disappears. If you're uncomfortable with fractions, convert them to decimals, but any machinist worth his salt will tell you to be as accurate as possible.

TERMINOLOGY TROUBLE

They say the only dumb question is one that is not asked. I have been wondering a long time about the way a part is described as "one-off." I know it means a one-of-a-kind part made for a special design purpose or show. Why isn't it described as a "one-of" part instead of "one-off." I know what fuck-off means and jack-off but "one-off" has me baffled. Can you please fill me in?

Dave Quattro
Jupiter, Florida

Sometimes this job has its payoffs in small ways, and after crackin' up, I gave ol' Wordman a call and threw it in his lap. He said the following: "This is a good question, and the term has always been silly to me as well. I usually will use the terms 'custom' or 'one-of-a-kind' myself. One-off is as confusing as the foggy day when auto racing suddenly called it 'Pit Road" instead of 'Pit Row' like it used to be. Besides, I still can't get past the term 'oil bag' anyway, so what the hell do I know." He's a real charmer, that Wordman. Hope it helps, Dave.

INDIAN INFO?

You guys were the first to break the news that Indian had come back, and I'm curious to see what else you might know. Love it or hate it, the Indian seems to be back and doing OK, but like most of us up on two, we are waiting desperately to see if the Chief gets the new engine that they've been promising. What do ya know and can ya tell?

Tricky Dick
Kalamazoo, Michigan

Man, I get that one nearly every day. I do have some sources up at the new factory, and all I get is that a complete powertrain is in design and development. The whole shebang is said to be unique to the Indian name, but they are keeping quiet about release dates. When this starts to bug me, I am reminded that these folks are just barely a year old. Give 'em time, and it will happen.

Carl here, again. Did you know that almonds are a member of the peach family. Golly, that's interestin', don'tcha think?

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

Stenny

"That's my boy!"

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The Biker's Bill Of Rights

I'm a firm believer that parking tickets weren't made for motorcycles. In the first place, there is no feasible place to put one, and secondly, those in charge of the nation's various parking authorities should be paying us for being considerate enough to take up less space on the planet. Parking your motorcycle on the sidewalk, in between tightly parked Range Rovers, inside the first floor room of Motel 6 along I-70, or underneath the Eiffel Tower in Paris is, for those of us on two wheels, one of those inalienable rights.

I tried to explain this "right" one morning to my friend, Mr. Officer Sir, as he attempted to deface my gas tank with a big fat ticket for parking illegally. I tried to explain to him that those of us who put our lives and limbs into the hands of clueless drivers enclosed in their four-wheeled steel cages, oblivious to the outside world with their Madison Square Garden quality stereos, car phones, car faxes, and the fatal make-up mirror, have acquired certain rights, and that one of them is to park wherever we please—as long as it isn't on someone else's foot.

"Tell it to the judge," he said.

But I think I can do better than that. Instead, I'm writing my congressman, demanding that another Bill of Rights be added to our treasured Constitution, a Biker's Bill of Rights, a document that clearly states that those of us riding on two wheels deserve more federal protection along the nation's highways than those of our cage-driving neighbors. It will be a mandate that protects our very civil rights, despite the fact that we may not wear collared shirts, shave, or choose to spend our weekends hitting a small, defenseless, white ball into a lake. So join me in contacting your elected officials and demanding a bill of rights that will give those of us who ride a little bit of well-deserved justice.

---

1. You have the right to wear leather pants, chaps, vests and jackets and not be perceived as having a fetish or being a pervert.
2. You, and only you, have the right to wear nonprescription clear glasses despite what any fashion magazine says is in style.
3. You have the right to wreak havoc on overly sensitive car alarms with your new aftermarket exhaust system.
4. You have the right to take off work on any given, beautiful day, using the excuse "the road is calling."
5. You have the right to wear a kidney belt and not have your wife or friends refer to it as a girdle.
6. You have the right to take up as many as three barstools at any watering hole or coffee shop for helmets, jackets, and any other biking paraphernalia.
7. You have the right to ignore anyone along the road who begins a conversation with "I had a cousin who had a motorcycle once."
8. If you don't feel comfortable in a particular lane you have the right to create one.
9. You have the right to hold up traffic for miles behind you in order to have a heated argument with the toll collector on why you should only have to pay half a toll because you only take up half a lane.
10. You also have the right to go through any toll, even if your passenger lacks the coordination to throw loose change into the collection bucket at 30 mph.
11. You have the right to sing "Wild Horses" at the top of your lungs while riding and honestly believe that you are singing in tune.
12. You have the right to give anyone riding in the back of a limo the finger for abso-frickin'-lutely no apparent reason.

These are rights that have been built up over the course of history and cannot be ignored. So write your local congressman and let's get this shit passed. And if we don't get it, join me in parking your motorcycle on the top of the Capitol building steps and if anyone asks what gives you the right, just tell them, "Because I ride." —Nate House

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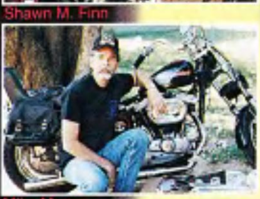
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Paul Szmurlo

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Norm and Lise Lock

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More than $1,400,000.00 in prizes have already been awarded. Meet just a few of the 12,000 past winners.

Meet Jackie Nash, last year's GRAND PRIZE WINNER of a Titan Playboy Custom Motorcycle.

But, you gotta enter to have a chance.

OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the Easyriders Spectacular New Millennium $225,000.00 Subscription Sweepstakes P.O. Box 50044, Boulder, CO 80322-0044. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 2000. Easyriders, Inc. assumes no responsibility for lost, misdirected or late mail.

2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,454 prizes — 1 Grand Prize, 1 First Prize, 1 Second Prize, 1 Third Prize, 100 Fourth Prizes, 100 Fifth Prizes, 750 Sixth Prizes, and 500 Seventh Prizes. The $15,000.00 cash option is in lieu of only the Third Prize choice. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $225,500.00.

3. Winners will be selected by random drawing from all entries received by Wood Business Solutions International, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.

4. Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Easyriders, Inc. and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKES ARE THE RESPONSIBILITY OF THE WINNERS.

5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders, Inc., and none will be returned. Winners grant Easyriders, Inc. and its agencies the right to use their names and likenesses for advertising and promotional purposes.

6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Easyriders, Inc., 1999 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050.

NO PURCHASE NECESSARY TO WIN.

You could be a winner too!

You And Your Bike Insurance Claim

LITTLE-KNOWN "INSIDE" INFORMATION ... INSURANCE ADJUSTERS AND CLAIM NEGOTIATION TACTICS

You were toolin' along on your bike, just under the speed limit. Then a dude in a land yacht ran a stop sign. You took a solid hit and your body kissed the pavement. Your scooter was destroyed and you were injured. A few days have passed. Now, here comes the adjuster, representing the insurance company of the chowderhead who creamed you.

Is he overly friendly? If so, watch out. He is probably up to no good. Grab your wallet and be on guard.

I was a claims adjuster, supervisor, and manager for over half my working life. I'm now retired, but for most of my middle years, I have "been there and done that." I know the nature of the beast. So, I am warning you: The adjuster may be a nice guy, but never forget he gets paid to save his company as much money as he possibly can. That's the nature of his game.

DO NOT SIGN ANYTHING: Do not underestimate the devious nature of adjusters. They are trained to investigate accident cases in such a way as to make you look bad. Too many unsuspecting individuals fall prey to the trickster who seeks to protect his company's pocketbook at the expense of a legitimate claimant.

If the insurance company calls you and suggests they take your statement over the telephone, tell them you would prefer to meet with an adjuster. Do not agree to dictate a verbal statement into a tape recorder over the phone and certainly not when you are in the presence of an adjuster. Do not sign a statement when you meet with him, either. Whatever the circumstance may be, advise whomever you are dealing with that you will be more willing to provide a statement, but only after your claim has been settled.

THE ADJUSTER'S SUPERVISOR AND/OR MANAGER: I have observed too many adjusters who had been at it for so long that they became indifferent and "crusty" about their work and the people they dealt with. Unfortunately, this type of person is usually the one insurance companies promote to a supervisorial or even a managerial capacity. His cold-bloodedness filters down to every adjuster who reports to him. I have seen this attitude infect a whole claims operation. So, be careful. In far too many instances the adjuster and his boss are brainstorming the best plan they can devise to hold on to every dollar that is owed to you.

HOW TO PROCEED WITH THE ADJUSTER: Be pleasant but firm. No matter how much in the wrong the person was who hit you, no matter how he or she acted at the scene of the accident, and no matter what may have been verbalized to you, do not take it out on the adjuster. It is not the adjusters fault if his insured is an idiot. And, never underestimate the importance of the adjuster's impressions and conclusions about you. If he likes you, that's money in the bank. On the other hand, if he gets upset at you, he will often twist the facts to make you look bad. Once that has been done, it goes into your file without you ever being aware of it and haunts you to the last dollar of your settlement.

THE ADJUSTER'S CLAIM LOAD: The job performance of insurance adjusters is judged not only by how little of the company's money they spend in settlements, but also on how quickly they settle the claims assigned to them. They need to bring it to a conclusion as quickly as possible, because most adjusters get between 50 and 100 new claims a month. The point is: They are under pressure to settle your claim, to get rid of it and move on. The claims adjuster will never tell you, but the weight of their "case load" comes down on your side of the scale. It is an advantage you have that most people are never aware of.

THE BOTTOM LINE CONCERNING INSURANCE ADJUSTERS: Do not let a sweet-talking insurance adjuster manipulate you into "feeling good" about your relationship with him and therefore the eventual outcome of your claim. In the vast majority of instances, that's not the way you should play the game, because if provided with the opportunity, they will almost always take advantage of you. That is a fact of life. Their assignment is to save money for the company who signs their paycheck—no matter what it takes.

If you have a legitimate claim, stay cool and understand what you are up against. Don't be impossible to deal with, but remain steady. Remember, the adjuster wants to look good to his company. He does not want your claim to end up in court, plus he wants to reduce his case load. Be patient. At the end of the day, after the dust settles, he will be forced to treat your loss fairly.

EXAMINATION BY THE INSURANCE COMPANY'S DOCTOR: The adjuster may tell you he wants you to be examined by

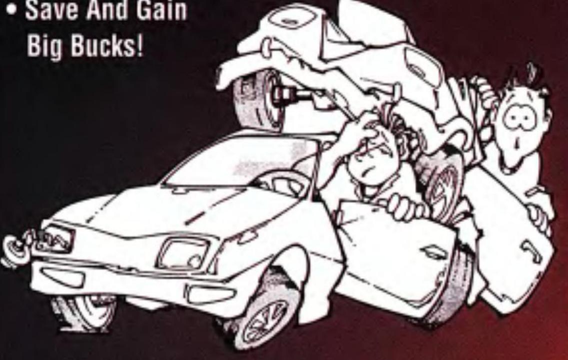
THE #1 AUTOMOBILE ACCIDENT INSURANCE CLAIM GUIDE

SECRETS NEVER TOLD

Daniel G. Baldyga

LEARN THE SECRETS OF HOW TO:

- Successfully Deal With The Insurance Adjuster
- Handle Your Case Like A Lawyer Should
- Place A Value On Your "Pain and Suffering"
- Settle Your Own Insurance Claim
- Save And Gain Big Bucks!



INTRODUCING A UNIQUE OFFER

YOU'RE NOT ALONE! If you need help, Dan Baldyga, author of ***Secrets Never Told***, will make himself available to provide you with his written opinion as to the value of your claim [See Inside For Particulars].

a doctor of the insurance company's choice. Beware of such a request. Doctors assigned by the insurance company are notorious for finding nothing wrong with the claimant, or for finding "no objective basis" for your complaints.

You do not have to agree to be examined by the insurance company doctor! You are entitled to see only the doctor of your choice. The insurance company has no right to make you submit to its doctor—unless your claim actually becomes a formal court case involving a lawsuit. By that time, it will be too late for you to be caught in the crossfire of a medical battle the insurance company may attempt to start. Hold your ground until your attending physician has released you. Then it's okay to submit to an examination, because so much time will have passed it will be impossible for them to minimize the pain, discomfort, and suffering your injury has caused you.

OTHER MEDICAL BILL COVERAGE(S): Check all your other policies. You may have coverage(s) to pay for your medical bills regardless of who was at fault. If you have a health insurance policy or health plan read the fine print. Your policy may not require you to pay back the medical bill payments made on your behalf—even if you collect from the person who struck you!

If the insurance adjuster asks whether you have any of these multiple coverage options, do not tell him. It is none of his business. Whatever medical bill coverage(s) you may have has nothing to do with the value of your claim or the amount of money he pays you to settle your loss.

SETTING THE NEGOTIATION AGENDA: It should be you who calls the adjuster to schedule the first appointment. When you do, avoid admitting or creating the impression that you're fully recovered.

If you are naturally a happy, gregarious sort, forget it! Get rid of your smile and laugh. You are conducting serious business. Never forget you are bartering with a person who is paid to take financial advantage of you and will be doing everything in his power to nibble away at the true value of your loss.

DATE AND TIME FOR MEETINGS: Schedule them during the hours of normal work days, even if weekends or evenings would be more convenient for you or the adjuster. If the adjuster asks you what your rational for this is, advise him there are certain "consultants" you may want to phone or call upon during business hours for some guidance during the negotiations. If he wonders out loud who these people could possibly be, tell him, "There are several, like the Insurance Commissioner, for example." I guarantee you, that will cause him to sit up and take notice!

WHEN YOU MEET THE ADJUSTER, ALWAYS HAVE A WITNESS PRESENT: An adult friend or relative should be with you. Choose someone—preferably not a spouse—who can attend each meeting, wherever it may be. Don't ask the adjuster's permission for this or even inform him of your plan in advance of the meeting. Just introduce that person as a friend or relative whom you want to sit in on your discussions. Having this witness present will keep the adjuster guessing and may come in handy later, especially if the adjuster has lied or misled you on any aspect of the terms of the settlement, or if he should be thinking about attempting to implement high-handed or unethical tactics. Is the adjuster capable of doing that? Absolutely!

TAPE RECORD THE DISCUSSION OR (AT THE VERY LEAST) TAKE COPIOUS NOTES: You should have a tape recorder (preferable) present, or a pen and notebook. Detailed notes or a tape recorder will send a strong message to the adjuster that you plan to double-check everything he tells you. If nothing else, it will go a long way in keeping him from spewing forth the negative verbal garbage that may have worked for him with other claimants in the past. A tape recorder will stop him dead in his tracks!

YOU ARE ENTITLED TO A FULL PAYMENT FOR ALL YOUR LOSSES: Present to the adjuster the figures you have listed for all the bills, costs, and expenses which are a direct result of the accident. Make copies of everything and hand them to him. Make sure you get full compensation for every loss and expense you incurred, including your gross wage loss amount. (Not your net wage loss, but your gross wage loss.) Permit no deductions to be taken out for, say, sick leave benefits, even if you have been paid your wages by your employer or have been reimbursed from some other insurance coverage you may have. In many states, if you are self-employed (even if you didn't lose a penny out-of-pocket), your "loss earning capacity" can be a legitimate reimbursement as part of your settlement.

If the adjuster attempts to deduct from your gross wage loss figure payments you may have received from other sources, or insists on disallowing you certain kinds of wage-related expenditures you have declared (some states differ), make him prove he can. Here's how: Demand the ad-

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juster to cite his "legal authority" for the position he's taking. Ask him to quote you chapter and verse (or produce for you to review) specific court decisions, or legal precedents or statuary texts in the state in which the accident took place, which gives him legal justification for doing this.

If he can't come up with any proof (in most instances he won't be able to) and yet persists, tell the adjuster you're going to call your state insurance commissioner's office (or their local office—you should already have this telephone number with you) to verify the legality of his proposed deductions from your gross wage amount. At this point, ask that the negotiation session be temporarily stopped so you can make this call.

In the vast majority of instances you won't have to make it. Why? Because no adjuster in his right mind would want a personal complaint lodged against him with state officials, especially during a negotiation session. Rest assured; he'll agree to pay the full gross wage loss amount, or otherwise come up with an acceptable compromise.

This possible confrontation will turn out to be a blessing in disguise, because the adjuster is going to get the message, (loud and clear!) that you aren't a "push-over"—you know what your rights are and you'll fight for them.

Insisting on getting every dime owed to you is your absolute right. Some adjusters may try the wily device of accusing you of being "greedy," or even perhaps "trying to make a profit from the accident."

If they attempt to pull this con job, you should respond with, "Well, I'll tell you what, call it whatever you want, but I plan to get every penny that's legally owed me. No amount of money will ever compensate me for the pain and suffering I've gone through because of this accident."

—Dan Baldyga

Dan Baldyga is the author of "How To Settle Your Own Insurance Claim," published by MacMillian. His most recent how-to insurance claim book, "Secrets Never Told," published by InTech, plus his free "Insurance Claim Guide," can be found on the Internet at www.cyber-bookstore.com, or can be ordered by sending $9.95 (made payable to Dan Baldyga) by cashier's check or money order (no personal checks) to: Dan Baldyga, 19 Winona Dr., West Springfield, MA 01089. (Questions and/or comments are welcomed at: dbpaw@aol.com.

The Pagsta

GET YOURS TODAY!

If you're the least bit in tune with the wonderful world of custom scooters, you won't be surprised when we tell ya that the Twin Cam-powered hardtail you see here, with lovely Fox Hunt winner Tyler, is the work of famed bike builder Johnny Pag. Pag has been building fine rigids and other rad custom rides for longer than most of us have been in the saddle. That's just to tell ya that this dude really knows how to put together a sled that'll handle as good as it looks. In fact, the Pag man tells us that he wouldn't have it any other way; he'd never put his name on a bike if he wasn't sure that you'd cream your shorts after your first putt.

PAGSTA

With this in mind, we hooked up with Johnny, as he was getting ready to start production on his new line of bikes. This year, Pag is gearing up to manufacture a limited run of 75 rigid Pagstas, and 25 rubbermounted bikes. The word on the street is that he's also working on a Softail version.

Our feature bike happens to be the prototype for his new line of rigids, and Johnny let us take it out for a spin. No doubt that the Pagsta packs major attitude my friends. Throw a leg over its gel-filled seat, and you'll want to go off on an all-night bar-hoppin' frenzy. Push the start button, and you'll feel compelled to go blasting through the old neighborhood at 4 a.m, and set off all the car alarms on your way. I'll tell ya, there's somethin' in the lines of this righteous rigid that'll bring out the badass in any of us.

What sets the Pagsta apart from many other hardtails is its powertrain. While most hybrid manufacturers turn to aftermarket engine suppliers, Johnny Pag relies on genuine Harley-Davidson power for his bikes. The Twin Cam was a natural choice, and as far as we know, the Pagsta is breaking new ground, as the first production hybrid ever to feature this new driveline. On this model though, the Twin Cam gets a vitamin supplement in the form of an H-D big bore kit, which bumps it to a respectable 95 cubic inches.

This scoot uses the engine as a stressed member for Johnny's lightweight frame. The area around the fork neck is boxed for strengh, and special bearing cups are machined in-house, to accommodate the oversized front end pin. Other notable features on the bike are Pag billet fork clamps with internal stops and brake ports, Pag billet pullback risers, stainless steel wheel axles, stretched tanks, custom oil bag, and lots more.

Aside from all the neat tech features, the Pagsta really stands out as a landmark among aftermarket motorcycles. Why so? Simply because the bike you see here can be purchased and financed at select Harley-Davidson dealers! And if this weren't enough, the Motor Company also offers a full warranty on all drivetrain components on the Pagsta.

Pag-built bikes aren't loaded with aftermarket parts, as Johnny uses a lot of his own components. This in turn allows him to pass the savings along to the customer. The result is a suggested retail price around $22,500.

Now how does it ride? Like a bullet out of a gun, pal! That's all thanks to the snappy engine. Granted, on a stock Harley, the Twin Cam 88 is no slug, but make it a 95, drop it in a lightweight hardtail like this one, and you're in for loads of eye ball-poppin' fun.

If straight line performance is impressive, handling is exceptional. The Pagsta is light, and very responsive. Although steering is a tad heavy at parking lot speeds, it feels just right once you're under way. You can ride this bike hard and put it away wet, just like our succulent Fox, Tyler.

If you think that it's time to throw caution to the wind, and live a little, you owe it to yourself to experience the mighty Pagsta. It just rocks! As you're reading this, the first Pagstas are available at fine custom shops, and some Harley-Davidson dealers. Dealer inquiries are welcome, and if you want to get more information, call Johnny Pag Creations: (909) 735-2682, (909) 735-7390 fax.

—Lafayette

Easyriders

passin' gas

One Friday afternoon Tigger is riding down the freeway to visit a nearby lake and relax. About halfway there he sees a dude, dressed from head to toe in bright red clothing, standing on the side of the highway, gesturing for him to stop. Curious, Tigger rolls to a standstill and asks the weirdo, "So what the hell are you about, man?"

"I am the Red Bastard of the Asphalt!" announces the stranger. "You got anything to eat?"

Aw, what the hell, thinks Tigger, and he hands over a wad of jerky to the red-garbed guy before riding off. But not five minutes later, he spots another whacko standing by the side of the road, jumping up and down and waving at him to stop. This time the guy is completely dressed in brilliant canary yellow. Again, Tigger's curiosity gets the best of him, and he pulls up beside him.

"And who the hell are you?" asks Tigger.

"I am the Yellow Bastard of the Asphalt," comes the answer. "You got anything to drink?"

Humoring him, Tigger digs a brew out of his saddlebags and tosses it over. Then, shaking his head in disbelief, he kicks up the sidestand and roars away.

Running late now, Tigger cranks on the throttle in order to hit the lakeside before sunset ... and sonuvabitch if a few miles later he spies yet another asshole standing on the freeway's shoulder, this one dressed up all in blue, making frantic hand signals for him to stop. Deciding that this will definitely be the last time for this shit, Tigger idles to a halt and yells sarcastically at the bozo, "So, you 'Blue Bastard of the Asphalt,' what do *you* want from me?"

"Driver's license and registration, please."

Terry Wallgren
West Chester, Ohio

When the ark's door was closed tight, Noah called a meeting of all the animals. "Your attention, please!" Noah said with a stern voice. "There will be *NO* sex for the duration of this trip. All of you males, take off your penises and hand them in to my sons. I will sit over here and write you a receipt. After we see land, you'll get your penises back."

After about a week, Mr. Rabbit rushed into his wife's cage and was very excited. "Quick!" he said, "get up on my shoulders and look out the window to see if there's any land out there!"

Mrs. Rabbit got onto his shoulders, looked out the window, and said, "Sorry, babe, no land yet."

"Damn!" exclaimed Mr. Rabbit.

This went on every day until Mrs. Rabbit got fed up with the drill and finally demanded, "What's the matter with you? You know it's supposed to rain for 40 days and 40 nights. Only after the water has drained will we be able to see land, so why are you getting so excited every day?"

"Look!" exclaimed Mr. Rabbit with a gleeful expression as he held out a piece of paper. *"I got the horse's receipt!"*

Rocky
W. Palm Beach, Fla.

White House staffers were perplexed one morning to see Bill Clinton walk into the Oval Office with a pair of women's panties wrapped around his arm. Being somewhat used to the President's eccentricities, they let it slide and went about their daily tasks. The day wore on; several VIP's were ushered in and out of the Oval Office for meetings with Clinton about important affairs of the state. Each one left with a puzzled expression on his face, but no one dared ask about the panties on the President's arm.

Finally Betty Currie, Clinton's loyal secretary, walked into the office between appointments and gently closed the door behind her. "Mr. President," she said, "we've come to expect many unusual things from you, but we're quite concerned that you seem to be wearing a pair of women's panties on your arm. Please tell me this doesn't mean more trouble."

"Oh, not at all," the President assured her. "It's The Patch—I'm trying to quit."

Cousin Hank
Portsmouth, N.H.

Important Y2K Press Release:

The manufacturers of K-Y Jelly have announced that their product is now fully Year 2000 compliant. In light of this, they have now renamed it as "Y2K-Y Jelly," and according to a company spokesman, "The main benefit of this revision to our product is that you will now be able to insert four digits into your date instead of two."

Bryan P.
Cincinnati, Ohio

The Wolf Man arrives home after a long day at the salt mines. "How was work, dear?" his ol' lady asks, opening him a cold beer.

"Listen, bitch, I don't want to talk about work!" he shouts. "And who the hell said I wanted a beer, anyway?"

"Okay, then would you like to sit down and eat a nice, hot, home-cooked meal?" she offers.

"Listen to me, woman!" he shouts again. "I'm not hungry, and I don't want to eat, all right? Is that all right with you? Can I come home from work and just once do my own thing without you trying to cram food down my throat, huh?" Now the Wolf Man really loses it and starts growling and throwing things around the apartment in a mad rage.

Calmly looking out the window, his ol' lady sees the full moon rising and says to herself, "Well, I guess it's that time of the month."

Tracer
Pushin' Daisies

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: Johnny Pag Creations
City: Corona, California

General

Fabrication: Pag
Year/make: 2000 Pag
Model: Pagsta
Assembly: Pag and crew
Chroming: Orange County Plating

Engine

Year/model: 1999 Twin Cam
Rebuilder: Pag
Ignition: Screamin' Eagle
Displacement: 96 cubic inches
Lower end: H-D
Pistons: Screamin' Eagle
Cylinders: Screamin' Eagle
Cases: H-D
Heads: H-D
Cam: stock
Carb: Mikuni
Pipes: Porker 2¼
Modifications: Mikuni air cleaner

Transmission

Year: 1999
Type: H-D 5-speed
Modifications: none

Paint

Molding: Al Martinez
Painter: Al Martinez
Color/type: Porsche silver/Imron/ House of Kolor
Special paint: ghost flames

Frame

Year/type: 1999 Atlas rigid
Builder: Pag
Modifications: 35-degree rake

Accessories

Bars: Pag 1¼
Handlebar controls: JayBrake
Fenders: Pag
Headlight: Bates
Taillight: Ness
Speedo: tach
Dash: Pag billet, one-piece
Pegs: JayBrake
Foot controls: JayBrake
Gas tank: stretched
Oil tank: Atlas
Oil system: H-D
Primary cover: stock
Seat: Pag
Mirrors: JayBrake
Grips: JayBrake

Forks

Type: wide glide
Builder: H-D/Pag
Modifications: Pag clamps

Wheels

Front

Type: laced
Size: 21-inch
Tire: Metzeler
Brake: H-D

Rear

Type: laced
Size: 16-inch
Tire: Metzeler
Brake: JayBrake

Photos: Raiko Hartman

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L.E.D. Turn Signal Mirrors
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In 1903, 18 years after a German inventor named Gottlieb Daimler created the first fully functional motorized two-wheeled conveyance, a Harley and three Davidsons got their faces in the wind with a single-cylinder scoot. Ninety-six years later, Kevin McDonald rolled out his replica tribute to them before our astonished eyes, and we figured you'd enjoy a look-see.

But before we do, you purists take note: Kevin's Spirit of 1903 is not a 100-percent, down-to-the-last-nut-and-washer, spittin'-Siamese-twin image of the classic original 1903 Harley resting in Harley-Davidson's main lobby as we speak.

So what? Hell, he built the thing himself, with attention to as much detail as he could make happen. And make no mistake, this is a man who most definitely makes things happen. He built a 1963 Grand Sport Corvette from scratch. Hmmm ... I fixed some loose wires on a lamp once ...

The Spirit of 1903

The replica bike was designed for riders to "feel what they felt," and "they" were the good folks of slightly less than a century ago. Paved roads, interstate highways ... dream on. This scoot was designed for dirt, gravel, cobblestones, and whatever else the civil engineers of yesteryear felt like spreading across the path before and behind them. It was also designed for the same purpose that today's genuine Harley-Davidson is: to be ridden.

Yep, Kevin is hocking the farm and sellin' these rascals for actual transportation. The bike comes fully assembled, or in kit form. Neat, huh? Just when you thought the billion-dollar billet blitz was gonna strafe your face into the 21st century, along comes a guy inspired by a segment on the History Channel about Harley-Davidson. Who says television is furniture?

Mr. McDonald admits that, originally, all he wanted to do was find a bicycle frame, slap a minibike engine into it, and have something to ride around the race car pits he tends to frequent. Noble enough thought; hell, how many of you riders got your start doing something similar? So, Kevin set out to find a Schwinn frame that would hold a Briggs & Stratton motor ... but somewhere along the line, the simple idea exponentially grew into a desire to reconstruct the real deal, or at least something mighty close to it.

Kevin started his serious version by blowing up pictures of the original 1903 Harley and determining with a digital caliper the precise specs. He then dumped that data into a sign-making computer and printed out full-size drawings of the bike from tire to tire.

Next step was to cart said drawings over to Welding Services in Akron, Ohio, a shop that does computer-designed tube bending. They made parts off the drawing specs, duplicating all the aluminum tubing (replaced with chrome moly). Kevin actually ended up using his own belly to bend the prototype aluminum tubes over. Go figure.

The five-horsepower Briggs & Stratton engine is made to resemble the 1903 version, with a taller cylinder, head and atmospheric intake valve, as well as a copper-plated carb and

brass velocity stack. The cosmetically enhanced cases start life as 17-inch sheets of .090-inch thick aluminum that get spun and formed around a resin pattern. The engine itself is stripped down and milled, and the heads are machined to accept an artificial cylinder, which acts as a heat sink. McDonald points out here that "one of this engine's unique features is the plug wire that comes out of the magneto to an artificial spark plug. The current travels through plug into the billet cylinder where it fires the actual working plug."

The bike's front end consists of modified mountain bike forks, with chromemoly tubing welded under the upper leg of the J-frame, with hidden bolt and billet-machined trees. The wooden, twist-knurled grips look authentic enough, right down to the chain-actuated lever on the right grip that controls the throttle.

While cosmetically correct, the triangle-shaped battery box is empty, and braided wires running from it lead to an equally empty coil housing. Likewise, the oil tank looks real enough, but it, too, is purely cosmetic; the Briggs & Stratton engine holds its own oil. It's quite the contrast to the original 1903 version's total oil loss system, where you'd turn on a petcock to drip oil down to the bearings. Yep, the oil leak reputation started with bike one ...

The transmission consists of exactly one gear. Kevin uses a racing go-cart clutch that starts spinning the leather belt drive when you rev the gas. He designed a sprag bearing that acts like a bearing on a shaft in one direction. As it's spun, it locks the shaft up with the bearing, allowing a rider to pedal-start the bike while sitting. Once the bike starts, the sprag bearing releases. The belt tension lever (left side) places tension on the belt and can be left in a set position (unlike the 1903 version), and that's when the 2.125 x 26 solid white rubber tires begin to take you back in time ...

Photos: Kim Peterson

Bottom line? It's as close to the real deal as most of us will ever know. Kevin McDonald hopes you'll want to join him in his journey to yesteryear. Call him at (800) 962-7223 for more info or check 'em out online at www.spiritof1903.com. And if you do take one for a spin, give our regards to Daimler, one Harley, and three Davidsons.

—*Captain Trash*

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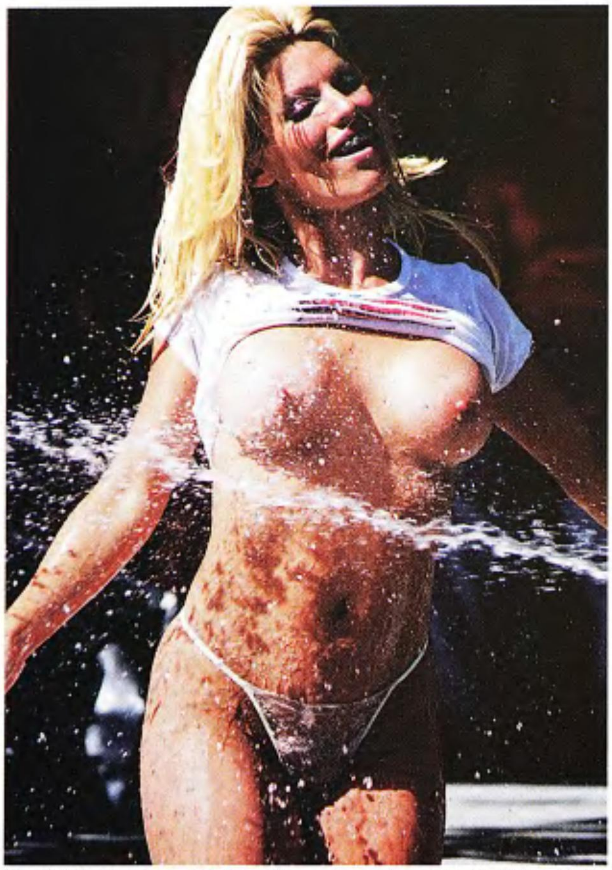
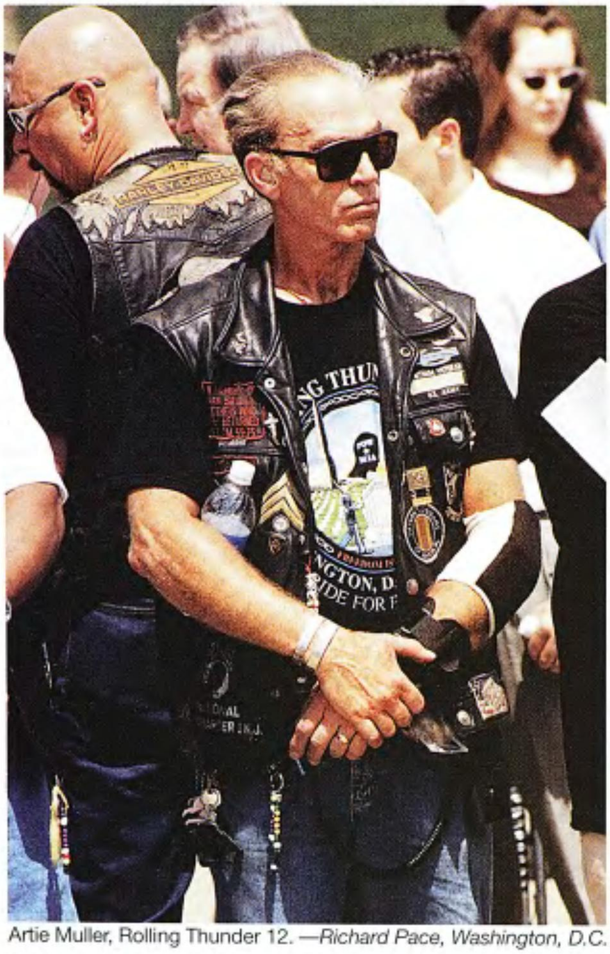
Rolling Thunder vignette. —*Smokin' Joe Robinson, Lawrenceville, Va.*

IN THE WIND

Kevin and JoAnn, riding together in wedded bliss, 7/24/99. —*Debra Bradbury, Bridgewater, Mass.*

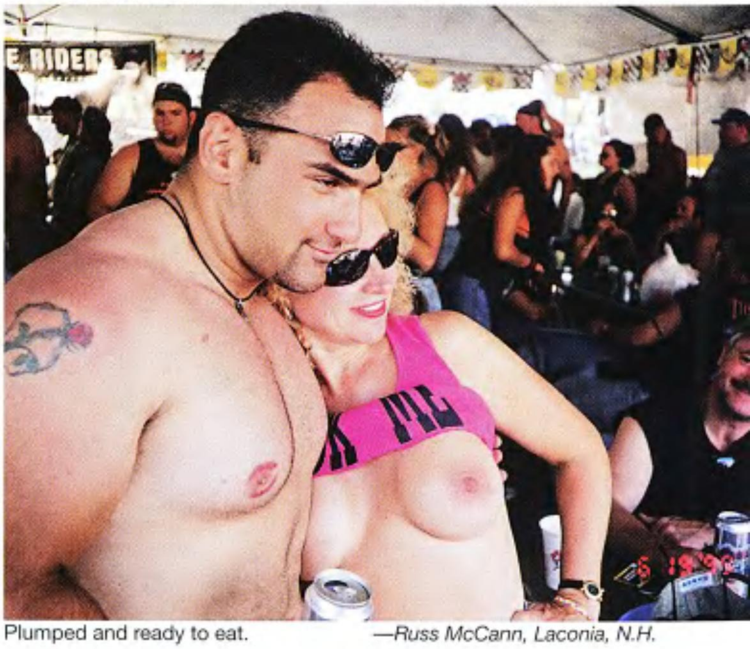


Beatin' the heat on July Fourth. —Terry Jacquin, Hollister, Calif.



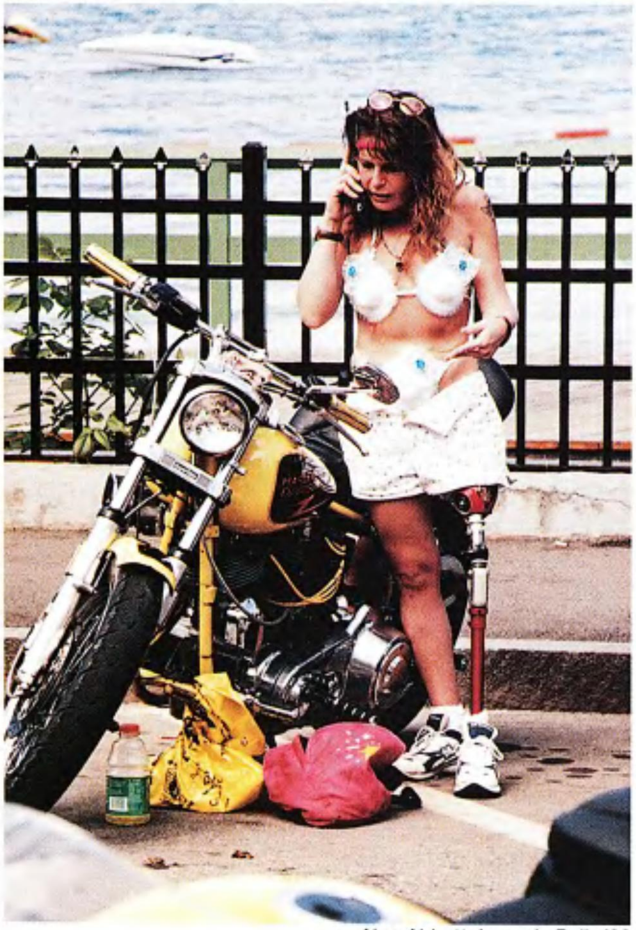
Artie Muller, Rolling Thunder 12. —*Richard Pace, Washington, D.C.*

Cuttin' through the rain to Vermont. —*Michael & Linda Kasevich*



Plumped and ready to eat. —*Russ McCann, Laconia, N.H.*

Broke his neck in two places, but still had to ride! —*Marty Ward, Conowingo, Md.*



—*Alan Abbett, Laconia Rally '99*

Catchin' rays at the Ponderosa. —*Jim Wingate, Roselawn, Ind.*

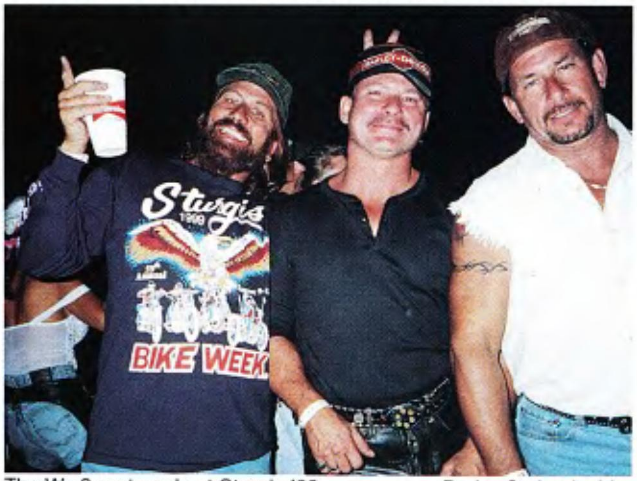
Scott's birthday gift(s). Not bad. —*Fat Boy Jr., Triadelphia, W.Va.*

—*Bruce Bryson, Arlington, Wash.*

—*SSG. Diego Flores & SPC Pacheco , Vicenza, Italy*

Measurin' up at the Blowout. —*Trapper John, Gulfport, Miss.*

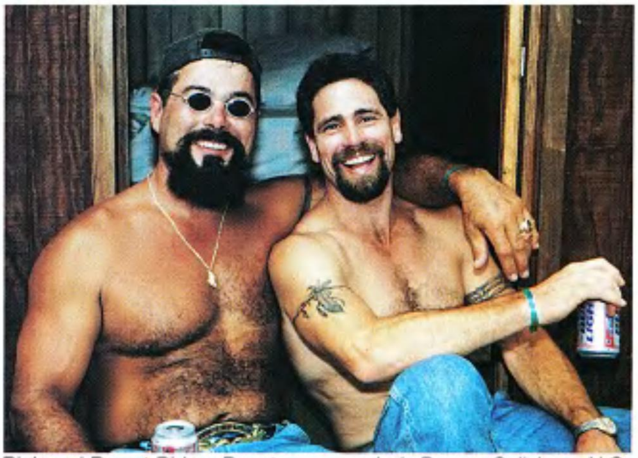
Pretty puttin' thang at Little Sturgis (Ky.) Rally, and the chick's cool too. *—The Concrete Cowboy*



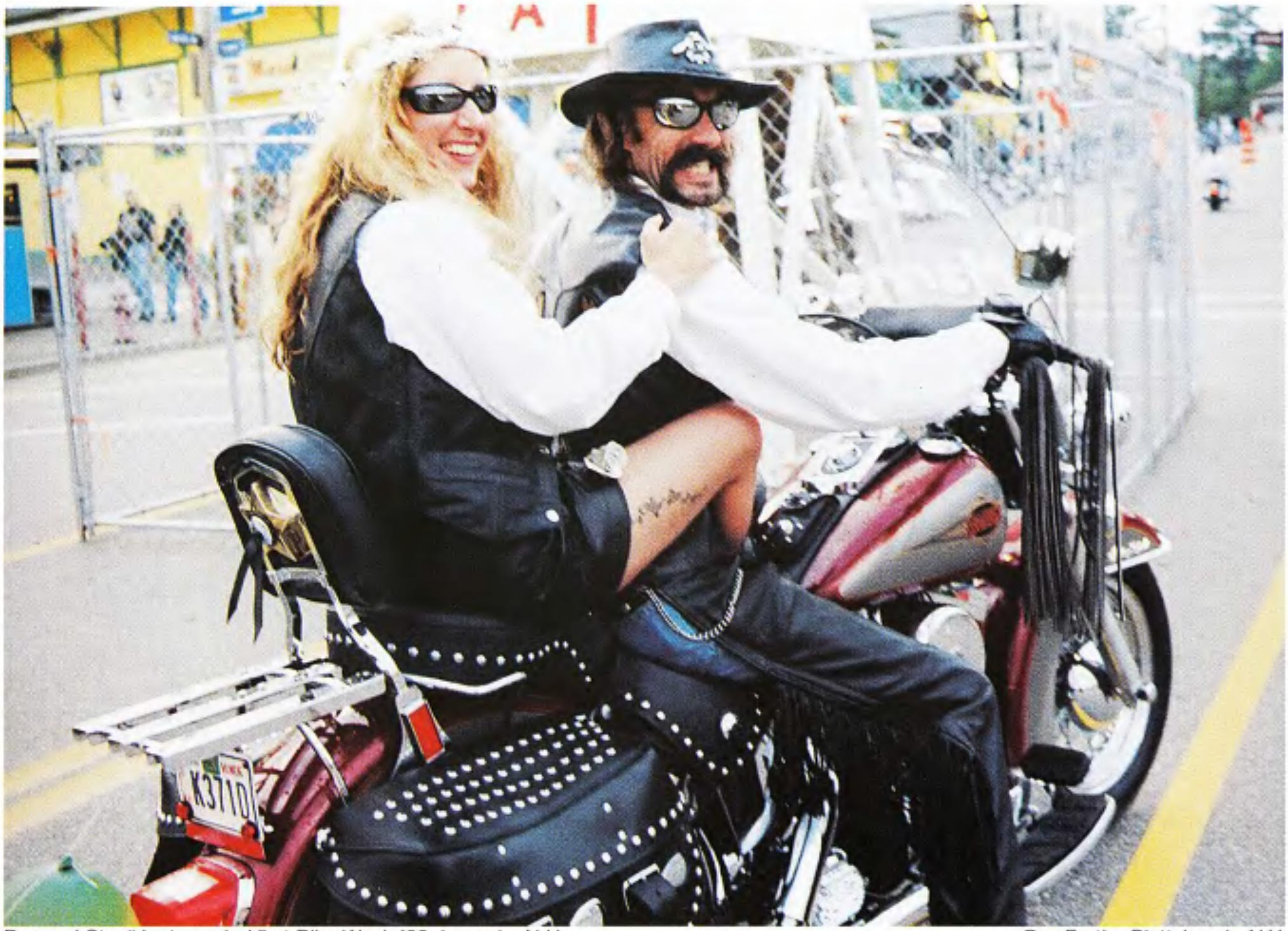
The We 3 party pals at Sturgis '99. *—Radar, St. Louis, Mo.*

Party time at Wyoming Wednesday. *—Rocky Gomez, Hulett, Wyo.*

Rode to Sturgis in memory of Big Mike. *—M.J. Koch, Ocklawaha, Fla.*

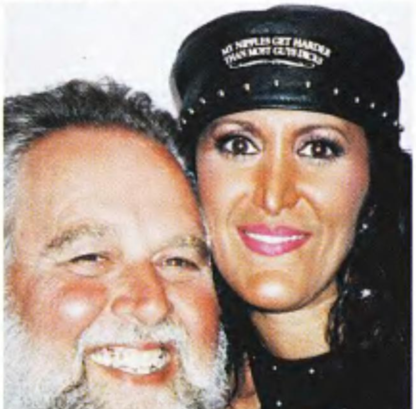


Rick and Rex at Riders Roost. *—Judy Brown, Salisbury, N.C.*



Ray and Star, "Just married," at Bike Week '99, Laconia, N.H. *—Ray Fortin, Plattsburgh, N.Y.*

Boogie babe's blossoms. *—Randy Davis*

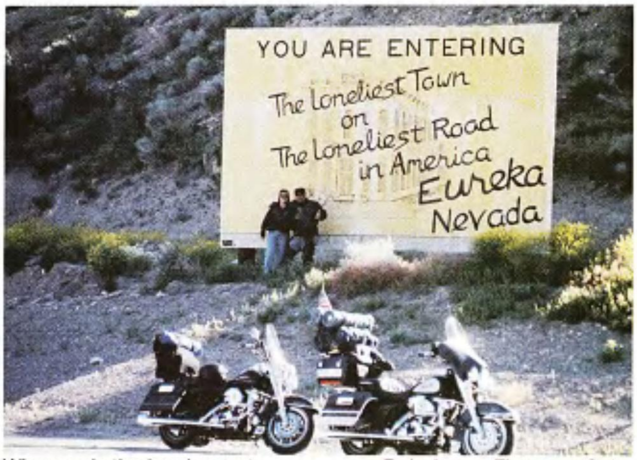


—Marvin Sosinski, Broken Spoke Saloon

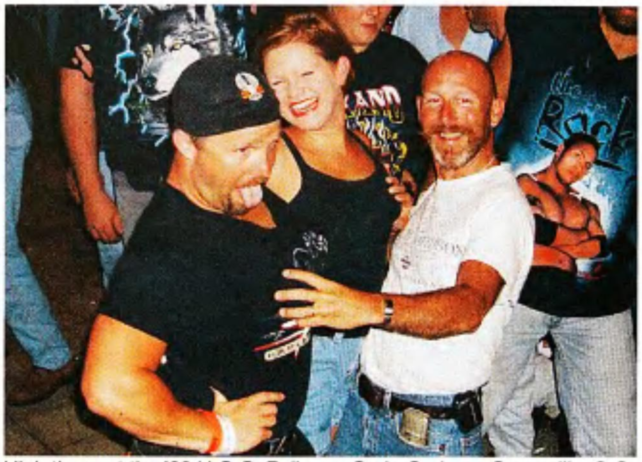
Tit tempters. *—Rocky Gomez, Hulett, Wyo.*

Good to have the gals around. —*Luther Moore, Wesley Chapel, Fla.*

Ridin' free in farm country. —*Bonnie Eccles, Callender, Iowa*



Where only the lonely meet. —*Bob Jones, Florence, Colo.*



High times at the '99 H.O.G. Rally. —*Craig Carlson, Greenville, S.C.*

Out with a bang on the Fourth of July 1998. —*John and Michelle Wallingford, Bristol, Conn.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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Gettin' Real

Once in a great while, the story, stats, jokes, and general bullshit that might otherwise constitute the copy for a bike feature just doesn't work. Just won't get it. Somehow, the reality, the, uh, ambience of the facts—from the minor details to the most significant aspects—just seems to preclude presenting anything but the truth.

First—and I don't want to embarrass him too much by saying this—the owner of this beautiful 1957 Special Construction, Ray Dunham, is one of the nicest, most engaging, riders it's ever been my pleasure to interview. And for background, lemme tell ya, I've been writing bike features since Truman was in office, and I've run into more egotistical, rude yo-yos than you could squeeze into Lambeau Field. You know, clowns who can't take 15 minutes outta their self-important, dipshit lives to go over the bike chart and tell me how they came to be the prick they are. Guys who get all pissy when I tell 'em I just don't know whether I can get 'em 600 free issues of the magazine their feature is in or not. Guys who ... sorry, I'm losing it. Back to Ray.

Ray is a stand-up guy, pumped as hell about the prospect of his bike appearing in the mag, cooperative as hell, and as unpretentious as a cork seal. (And I mean that as a compliment, Ray.) Moreover, when it came to talking about how this knockout bike came together, and so forth, he insisted that he share the credit with the guy he bought it from, Al Arrosagaray. And he wants to share the credit in spite of the fact that the scoot you're lookin' at was extensively modified by Ray himself—changes like carb, brackets everywhere, exhausts, generator, battery, seat mount assembly, new dash, tires, and so on.

...for once

But who really cares? There's a personal story here that subsumes anything about goddamned chrome or paint. On October 21, 1999, Ray's close friend Rick Cartasegna, at the age of 42, was killed on his way to Laughlin, Nevada. No words can really do justice to the devastation consequent to something like that, and Ray and his family are still coping with it.

Speaking of family, as of this writing, that means just Ray and his wife of six years, Angie. However, 'long about March 2000, Angie will bring another Dunham into the world. And if you think I'm gettin' all sentimental here, maybe I am—but if you don't like it, name the time and place, and I'll stomp a mudhole in your sorry ass.

More than anything else, Ray wanted this feature to be dedicated to the memory of his friend, Rick, who had such a great influence on him and his love of motorcycles.

So be it.

—Tex Campbell

Owner(s): Ray Dunham
City: Costa Mesa, Calif.

General
Fabrication: Al Arrosagaray/owner
Year/make: 1957 H-D Special Construction
Model: FL
Assembly: Al Arrosagaray/owner
Chroming: Chrome Service

Engine
Year/model: 1963 Pan/Shovel
Rebuilder: Atlas
Ignition: stock
Displacement: 76 cubes
Lower end: Atlas
Pistons: Custom Chrome
Cases: Harely-Davidson
Heads: Shovel/dual plug
Cam: Andrews "A" grind
Carb(s): CV
Pipes: Paughco
Modifications: Cycle Smith/ finned air cleaner

Transmission
Year: 1963
Shifting: ratchet-top 4-speed
Modifications: Primo belt primary

Paint
Painter: Al Arrosagaray
Color/type: calypso orange/ Ditzler Deltron
Modifications: Al Arrosagaray

Frame
Year/type: 1957 straight leg
Builder: Harley-Davidson

Accessories
Bars: Cyclesmith fat bars
Fenders: stock
Headlight: H-D
Taillight: tombstone
Speedo: stock
Dash: two-light
Pegs: Cyclesmith/boards
Electrics: stock
Gas tank: 5-gallon

Oil tank: stock
Oil system: S&S
Seat: solo
Mirrors: Cyclesmith
Grips: H-D

Forks
Type: hydra glide
Builder: H-D
Modifications: lowered

Wheels

Front
Type: H-D
Size: 21-inch
Tire: Avon
Brake: drum

Rear
Type: H-D
Size: 16-inch
Tire: Cheng Shin
Brake: drum

Photos: John Wycoff

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Meet October's Winner

I don't know, maybe it's something in the water, but when I was growing up, my friends' mothers never looked this good! That's right folks, Tyler, your October winner, is the mother of two boys—talk about havin' an Oedipus complex! Tyler was flown out from her quiet hometown in Nebraska to engage in everything Hollywood has to offer! It was Oil Can's fault. He took her downtown, where she proceeded to drag him into every clothing store imaginable, but when she started noticing older couples buying bondage outfits and men buying women's underwear, it was time to go. Off they went to Raiko Hartman's studio for a photo shoot with Johnny Pag's latest creation (which you can see for yourself on page 56). Seeing that most of the boys were getting bored, Tyler took a couple matches and lit her nipples on fire to wake everyone up! You really gotta love it when a girl goes all out. Once everyone was a "little" more interested, the rest of the shoot and that evening became a blur. So much so, Oil Slick made her miss her flight and had to drive her all the way home. We think she made it... haven't heard from him in a while. —*Sherwood O'Dunner*

Anna—Montana

#301

"My first ride was hot and arousing, so was the guy. The two combined made for great sex!"

Tosha—Illinois

#302

"My first ride made me feel so free, and the rush was amazing. Now I ride my own, and I'll never stop. I am a true biker chick."

Holly—Utah

#303

"Motorcycles and riding them are my favorite things in life."

Robin—Florida

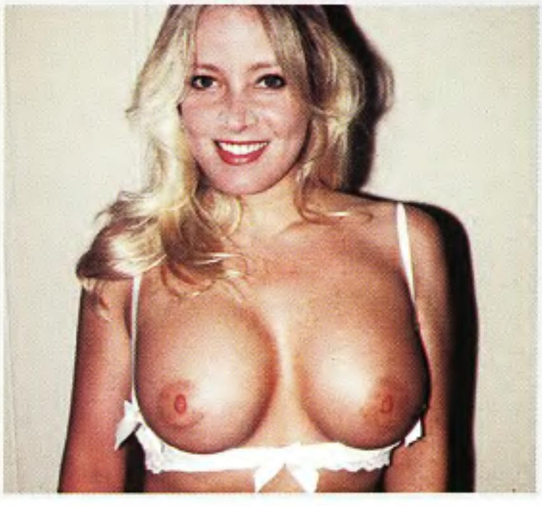
#304

"I haven't finished my first ride yet! I've chained myself to the bike!."

Sarah—Wyoming

#305

"The wind felt great against my bare breasts, not to mention the good vibrations ... nice and fast for a fast woman like me."



Ashley-Lynn—Virginia

#306

"Riding on my friend's Harley was like the best orgasm I ever had! Well maybe not the best, but certainly ... on the other hand ..."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!

2. The release form on this page signed and a photocopy of model's driver's license.

3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #321 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes February 1, 2000. The voting deadline for this month's crop of cuties is February 29, 2000. We'll print the winner in the July 2000 issue.

Here she is, bros, the November 1999 winner in our monthly Fox Hunt, Christine, #1103, from New Berlin, Wisconsin. See more of her next issue.

321

FOX HUNT
P.O. Box 3000,
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I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

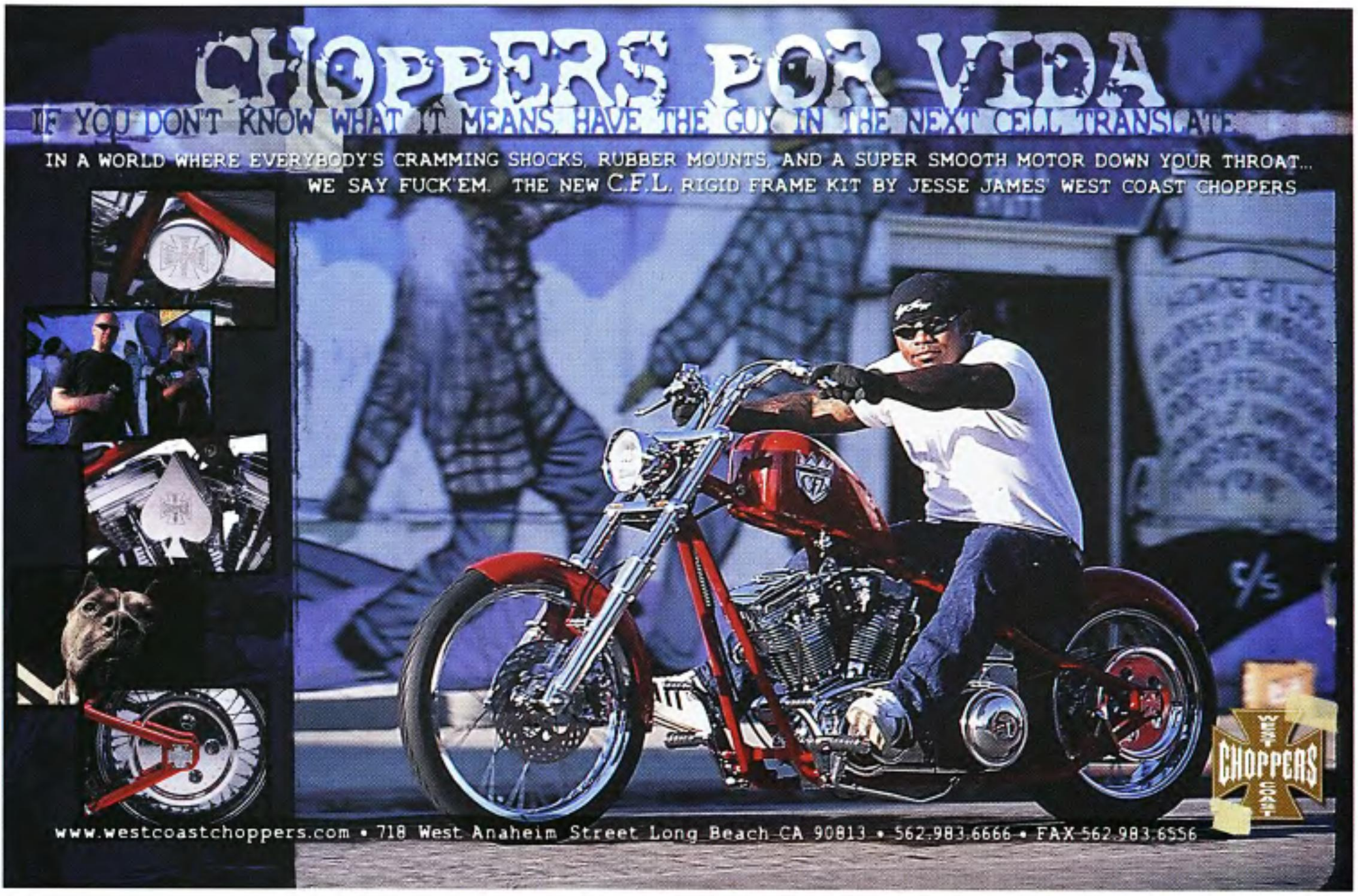
Model's Name ____________
Address ____________
City ________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
I am _____ years of age, born ____________
I will pose fully nude ____________
Model's Signature ____________

Photographer's Name ____________
Address ____________
City ________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
Photographer's Signature ____________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.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Klondike Run

A NORTH TO ALASKA TRUE ROAD TALE

"You call that thing a motorcycle?" was the first thing my friend Jim Tripp said when he caught sight of the Harley 45 I had just bought. "It used to be an Army motorcycle," I said, showing unusual restraint.

Jim owned a new 650cc Triumph, probably the only one in Alaska. Maybe he thought owning classy British iron gave him the right to badmouth my bike, but he sure as hell had a lot to learn about the relationships between men and their machines. We were both only 19 years old that spring of 1953.

We looked down at the first motorcycle I ever owned. That was back when "OD" meant olive drab, which was the color of my Harley-Davidson Army 45. The front fender missing, two fins busted off the front aluminum head, a solo seat for the lonely rider ... ugly, man.

"It looked like it got wounded," Jim said. "How much did you pay for this?"

"A hundred and seventy-five bucks," I admitted.

Yes, this veteran looked like it might have chased Rommell across North Africa or raced to Bastogne with Patton, but in the spring of 1953, that 45 was the only motorcycle for sale in Anchorage, Alaska.

A few weeks later Jim and I headed down to Kenai Peninsula on the first of several trips we took that summer. We had cleaned up my war hero, found a front fender for it, and painted it a jaunty red and black. Though the 45 looked like a speedy hunk of iron, it wasn't, a demoralizing fact Jim didn't mind demonstrating with his Triumph. The Army 45s were geared down for military work and "powered" by a low-compression R-type engine.

But as the summer progressed and Jim and I turned into pretty good Triumph mechanics, I came to trust the old GI Harley. Designed with rugged Flathead simplicity in the late 1920s, the 45 had the integrity of years of production built into it. I think of the 45 as a classic American machine: inexpensive and reliable, a motorcycle from an era when folks expected they would have to take care of themselves. The GI Harley was built for boondocking, a bike a kid could ride into the Klondike and expect it to bring him home again.

One night in early September I told Jim we should make a run to Dawson City in Canada's Yukon Territory for a last big trip of the summer. We were out in his garage. He had crashed the Triumph; parts of its front end were lying all over the floor. There were no motorcycle agencies in Alaska. We mailed to California for our parts and bought airplane oil for our engines. The parts Jim needed didn't come in time, so I decided to make the Klondike Run alone.

The trail to Dawson City took off in an easterly direction from the road to Engle, and a "trail" it was: two parallel wheel ruts snaking up into a range of mountains. I climbed past timberline, which is pretty low when you're that far north, up to the ridges I would follow into the Yukon. Far below me, along the creek, bands of yellow aspens shimmered in the sun. The valley of the Yukon River, some miles to the north, was filled with fog, and beyond that, all the way to the other side of the world, lay pure wilderness. I was on the last road into that part of the North. The sun was weak and the air cold, and the trail on the rolling ridges was mud—slippery but exhilarating. I've often thought that biking through a clean and remote place like this is motorcycling at its best.

An old roadhouse from the gold rush days squatted along the trail a few miles west of the Alaska-Yukon border. A map of Alaska told me that the place was probably called Boundary. I remember a large, low log structure on the south side of the road, and a smaller place, a cabin the size of a one-car garage, on the north side. I learned later that the small cabin was the "Bar."

Three Indian boys about my age ran out of the main building as I chugged into the yard and cut the engine. They gathered around me and stared with wonder at my hot, muddy Harley 45. They were from a village on the Yukon, one of them said, and my

Army 45 was the first motorcycle any of them had ever seen!

Well, by golly, with a virgin audience on hand I couldn't resist introducing my territorial cousins to that product of the white man's genius, the motorcycle, a bit closer. Spark control (left) and throttle (right) on the handlebars. Shifting lever, three speeds, on the left side of the tank. Clutch pedal (left) and brake pedal (right) on the footrests. Instrument panel on the fuel and oil tanks.

Switch on. Kick over the hot engine. The muffler had gotten banged up and then knocked off the day before so I had left it alongside the road with plans to pick it up on my way back (I didn't find it). The earsplitting racket that crackled out of the engine must have startled every drowsy moose for miles around. If that's the call of the wild biker, they had heard it for the first time. The boys winced and then laughed. Then they helped me unload the Harley and carry my gear into the bunkhouse. I totally knocked them out of their long johns by giving each of them a ride up and down the road. We had supper together. They were staying up there while they worked on the road, filling in bad holes with shovels. I told them about living in Anchorage. I was working for an earth-moving company; we were preparing terrain for radar sites around Elmendorf Air Force Base and Fort Richardson.

My new friends hit the sack early. I went out into the cold evening to see what was going on in the neighborhood. Nothing. As darkness approached, a one-lung generator had been started up for the electric lights in the main building. Tunka-tunka-tunka. Whenever I hear that sound today, I'm carried back to the North. With no other prospects in sight, I sauntered manfully (or so I thought) across the road to the "Bar."

I switched to British bikes in the 1980s and, at last, got a snarly Triumph of my own. This was my favorite British iron, a '79 Bonnie.

Four or five placer miners from the creeks below the mountain had shown up. They took a break from their conversation to find out who I was and why I was there. The air in the small cabin was thick with the reek of booze, tobacco smoke, and the kerosene lamps that dimly lit the place through smoke-blackened chimneys. A short counter extended into the room from the west wall, and perched on the end of it was a ancient, gaudy cash register that looked old enough to have arrived on the mountain during the gold rush. Behind the counter stood an old couch from the same era, and stretched out on it was a man who looked like he might be dead. He was on his back, eyes closed, mouth open, and his left hand dangled to the floor. Just in case nobody had noticed, I suggested that maybe the guy on the couch had croaked. That remark produced some thigh-slapping guffaws from the miners. No, they explained, he was the owner of the roadhouse, worked as his own bartender, and he also just happened to be his own best customer.

Without a conscious bartender, I asked how they went about getting their drinks? Why, hell, no problem at all. You just select your poison, put your money in the cash register, and take your change. They all knew the prices. I got a beer from behind the bar, tried out the cash register, and right away I was in the swing of things. Alaskans of that day could take care of themselves!

One of the guys told me I'd better be careful, winter wasn't too far off. Couldn't I feel it in the air?

Well, yeah, I could feel winter, sort of, when I left the bar to cross the road to the bunkhouse. Thin ice had formed on puddles on the trail. The aurora borealis hovered over the roadhouse, great bands of weaving, eerily flickering light that flowed out of the north and into the south as far as I could see. Curtains of

After running through a series of BSAs, Nortons, and Triumphs, I came to own this '79 Bonneville, my favorite.

light unrolled out of the sky and seemed to almost reach for me on the mountain. There was a time when young people believed what older folks told them; I wondered if the extravagant display above me was indeed winter's opening act.

The following morning, I crossed the unguarded border between Alaska and the Yukon Territory. The road improved and I dropped quickly to the Yukon River. Yellowing aspens lined both sides of the road and formed a yellow roof overhead. The road was covered with fallen leaves, the air heavy with the smell of decaying leaves and golden with filtered sunlight. That ride by the Yukon was like being transported through a time tunnel into a rich past, which was exactly how it turned out.

By 1953 only a few hundred people had remained in Dawson. Fifty years before, at the height of the gold rush, about 40,000 "stampeders" were in town and on the creeks in the area. The miners dug gold out of the gravely earth, and back in town other men and some women relieved the miners of their burden. It was a legendary time and place.

Dawson was an 1890s junkyard by the time I got there. I stayed for about three days, poking around in abandoned houses and cabins, some still partly furnished. I explored old river boats hauled onto the beach decades before and checked out rusting mining machinery in empty lots. I rode the 45 up along the creeks into the gold fields where I rummaged through rotting cabins. Using a rusty pie plate, I panned for gold. About three hundred million dollars worth of gold had been taken out of the Klondike, and in 1953 plenty of "color" was still showing up in the gravel.

Some of the original participants of the gold rush were still in town, crotchety old guys who sat out on the north side of Front Street, their chairs leaning back against the buildings, soaking up the sun, smoking and spitting. If you dared ask them, they might tell you about a time when they were all young, there was gold in them hills, and men were men and women were glad of it. A couple of old-timers suggested that maybe I should get my goddamned noisy machine and my Yank ass back over the mountains into Alaska. Unless, of course, I made plans to stay the winter over in Dawson.

One of the gold rush veterans was John Alexander Adams. Alex wore a black suit and black hat, a white shirt and a string tie; he looked like the last 50 years had passed by without him noticing. He was 78, he said. Alex was a walking, talking encyclopedia of the history of the Klondike. He had lived the legend, and would pass it on to anybody willing to listen.

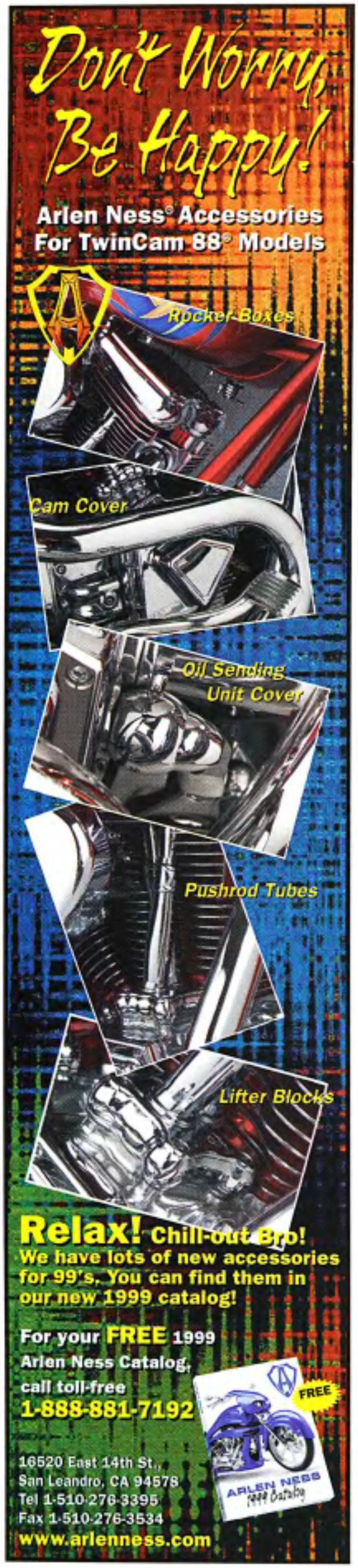
The spring of 1953 on Alaska's Kenai Peninsula. This was my first trip on the Army 45. We took a lot of other trips that summer, until we'd seen all of Alaska we dared reach by motorcycle. The Army 45 was a great boondocker.

I spent an entire day with him walking all over town. He had known Robert Service, the Klondike poet, and we visited his cabin. Alex took me to most of the famous dance halls and saloons where whiskey and gold dust had flowed: the Red Feather Saloon, the Palace Grand Theater, the Auditorium, the Flora Dora Saloon, the places were dusty and ramshackle in 1953 and echoed hollowly to our footsteps. Men were honorable in those days, Alex said, and if a gentleman soaked up more booze than he could handle, his poke of gold was still safe in his pocket. All of the names of people that Alex mentioned and I could recognize, like Jack London, had been dead for a long time. A roll call of the flamboyant.

Touring with Alex was like visiting a famous historic site with the ghost of one of the inhabitants. After a day with Alex, I began to feel like I could hear the tinkle of a distant ragtime piano.

I stayed in Dawson exactly one day too

This shot was taken on top of the mountains just before I reached the old roadhouse. The valley of the Yukon River is out there, filled with fog.



Geared down for military work, the Army 45 had a top speed of about 55 mph. However, when you see the roads we had in Alaska in those days, that was plenty fast.

Photos: Albert Manchester

Here we are perched above Bear Creek Canyon in the Yukon Territory. With only 8,000 residents in all of the Yukon in those days, traffic was not a problem. The country was empty and pristine, and this was motorcycling at its best ... at least for me.

long. One morning the sky was covered by solid, dark clouds, and the air was cold. Winter! I loaded the bike, filled it with gas (85 cents per Imperial gallon), and roared back along that yellow tunnel, dark now, into the hills and into the first snowstorm of the season.

The trail was wet and slippery and then turned white as I raced the swirling snow over the mountains. The valleys disappeared and I was alone with what I could see of the road. I had thoughts of going down in a bad crash and not surfacing until spring, but I rolled on the power and gambled with speed and eternity. Crossing the border into Alaska, the road leveled off and I knew I was on top of the mountains. I threw out the clutch and revved the engine a couple of times as I skidded past the roadhouse, but I didn't see anybody.

Then I started dropping off the mountains. The snow changed to drizzly rain, and I rolled right out of the storm as I came into the valley. I kicked the 45 up to a good speed and thundered around the curves, trailing a mist of dust that drifted off the road and down to the Fortymile River far below me.

That's how it was on the Last Frontier when Alaska still was a frontier. A mother grizzly with two cubs was a traffic hazard. If you lost control in deep gravel and crashed into the brush alongside the road you might find a moose waiting for you. Everybody out in the boonies was glad to see you when you came bouncing in on your Harley; they were lonely.

Alaska is a great place to be when you are young, and the 1950s was a good time to be there.

—Albert Manchester

RIDE INTO THE NEXT MILLENNIUM

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Though no relation to his Holiness in Rome, Tony Pope of Huntersville, North Carolina, has an almost religious zeal for motorcycling and a sacred love for this proud putt.

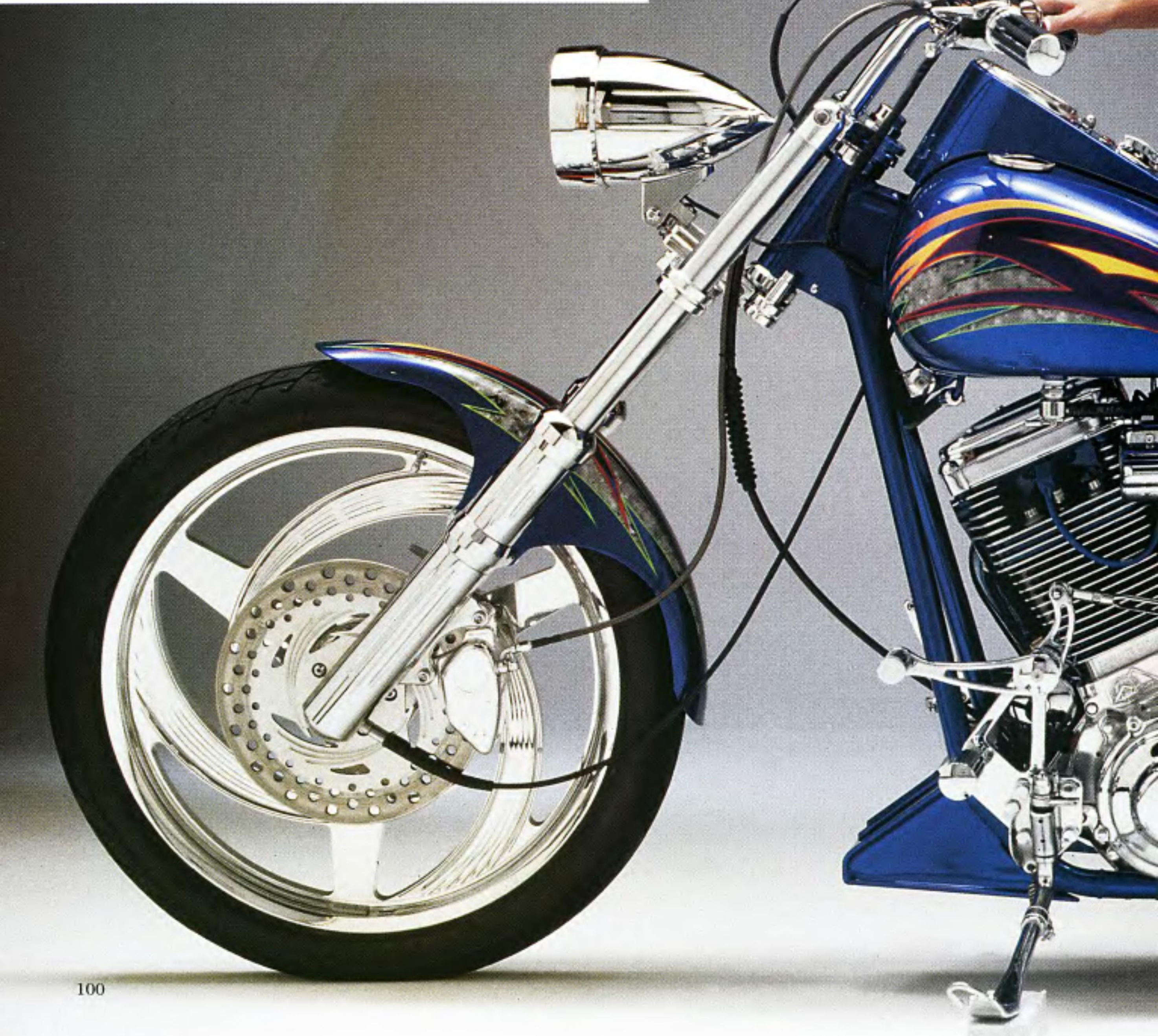
Tony's first bike was a stock FXDWG, which all but lost its luster at an Easyriders Bike Show about a year ago, where all the stretched, raked, and wide tire-mounted show bikes got his spirit yearning for this rubbermounted custom Softail. He soon sold the stocker and, after passing the collection plate a few extra times to feverishly gather the much-needed customizing coin, began his quest for V-twin religion at

the Parish of Saint Jim Bortles of Carolina Harley-Davidson.

Pope was so impressed with the spiritual artistry he saw under Bortles' direction that he gave them his bike building blessing. Tony knew that he wanted a fat, low ride, but he just wasn't sure about how to make it all work. What he needed was the sacrament that only the patron saint of ground-up customizing could provide. Jim began the project by casting out demon rattles and the bad vibes of sinful living by using a new Chopper Guy's frame fitted with a set of Tolle adjustable rake trees dialed in at 39 degrees. At the same time that Saint Jim was molding the fenders, struts, tanks, and air dam, Mark Sparks was having a prayer meeting over the 97-inch mill. While still kneeling over the Delkron cases and Rev Tech heads an apparition appeared to him and whispered the prophecy of the "top secret" cam, which pushes JIMS lifters and a stock H-D lower end to just over a hundred horses. Can I have an "A-men!"

Meanwhile, back at the Carolina H-D ranch, the oil tanks were being fitted with wings that would make an angel jealous. From there, the sled was hauled over to Little Rock Automotive for final molding and painting by Wayne Springs, who anointed it with a holy cobalt candy blue basecoat. Next, while Jim was hiding the wires and putting it all together, his lovely and talented wife, Joanne, aka Crazy Horse, was doin' time in the confessional ... er, paint booth, layin' on the sacred graphics. Finally, Mark Marquart of Custom Chrome popped in to help pull all the shiny goodies together. And to make sure that riding the bike wouldn't feel like sitting on a hard mission pew, Danny Gray made two seats for Tony—one for show, one for go. As a finishing touch, Saint Jim made sure to leave the holy candles burning by putting a li'l amber light in the air dam. Righteous!

Tony rides in all of the local charity rides, and this bike took second at the Biketoberfest Bike Show last year. Even though Tony is looking for a first-place overall trophy, he is already planning his next project: a radical Road King. We'll be prayin' for the day we get to see it. —*Cheese Man*



Owner: Tony Pope
City: Huntersville, North Carolina

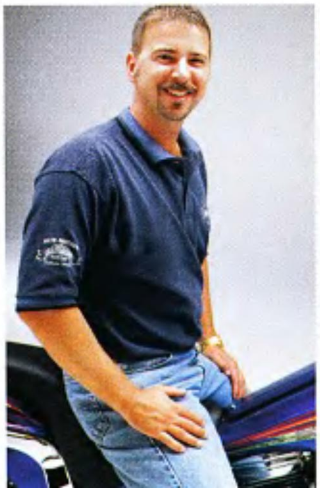
General
Fabrication: Jim Bortles, Carolina H-D
Year/make: 1998 H-D Custom
Model: Rubbermount Softail
Assembly: Carolina H-D
Chroming: Brown's Plating

Engine
Year/model: 1998 V-twin
Rebuilder: Mark Sparks
Ignition: Crane Hi-4
Displacement: 97 cubic inches
Lower end: H-D
Pistons: J&E
Cases: Delkron
Heads: RevTech
Cam: top secret
Carb: 42mm Mikuni
Pipes: Python III
Modifications: JIMS lifters, CCI air cleaner

Transmission
Year: 1998
Type: RevTech

Paint
Molding: Wayne Springs
Painter: Wayne, Little Rock Auto
Color/type: cobalt candy blue/ House of Kolor
Special paint: Crazy Horse

Frame
Year: 1998
Builder: Chopper Guy's
Type: Rubbermount Softail-style



Shocks: Progressive Suspension
Modifications: adjustable rake, 35 to 41 degrees; 2-inch stretch

Accessories
Bars: Custom Chrome
Handlebar controls: Arlen Ness
Fenders: Jim Bortles
Headlight: Arlen Ness
Taillight: Jim Bortles
Speedo: Dakota Digital

Pegs: JayBrake
Foot controls: JayBrake
Electrics: Carolina H-D
Gas tank: H-D/Jim Bortles
Oil tank: H-D/Jim Bortles
Oil system: H-D
Seat: Danny Gray
Mirrors: Custom Chrome
Grips: Custom Chrome

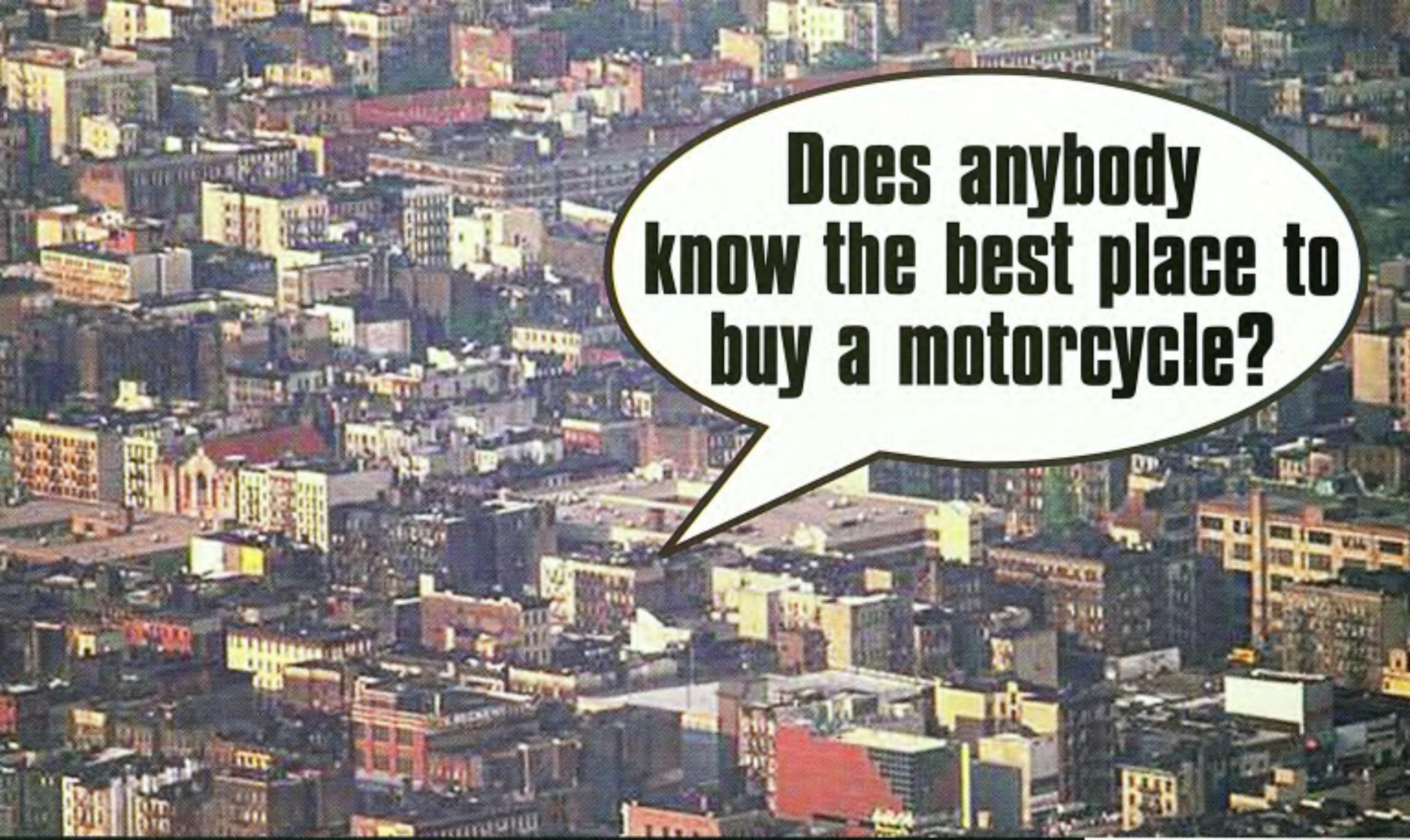
Forks
Type: Arlen Ness
Builder: Carolina H-D
Modifications: 4 inches over, Tolle adjustable triple trees

Wheels

Front
Type: RevTech
Size: 21-inch
Tire: Avon 90/90
Brake: RevTech

Rear
Type: RevTech
Size: 18-inch
Tire: Avon 180/55
Brake: RevTech

Photos: Bill Ellis



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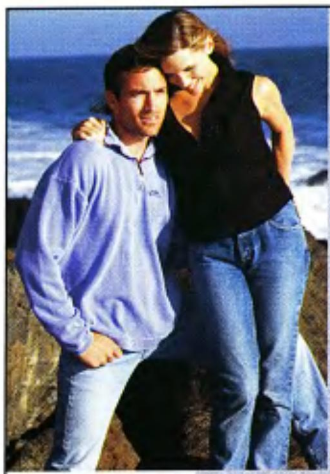
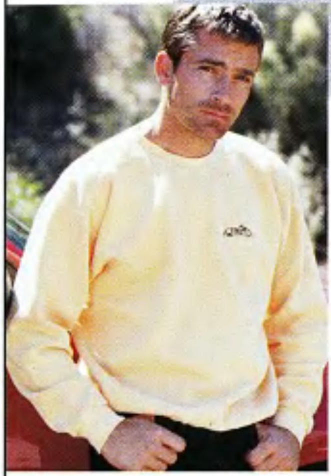
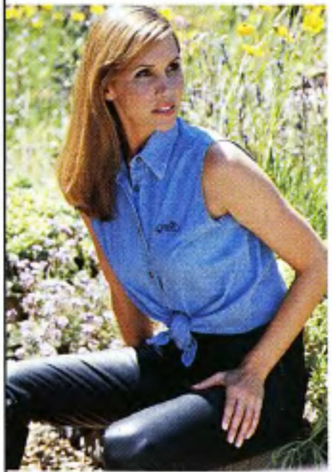
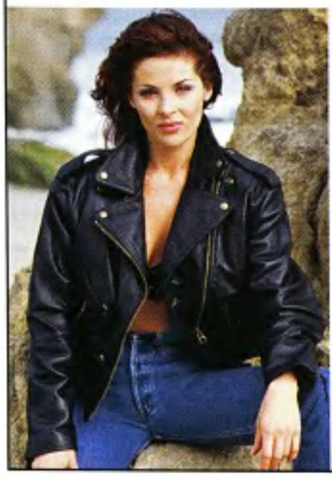

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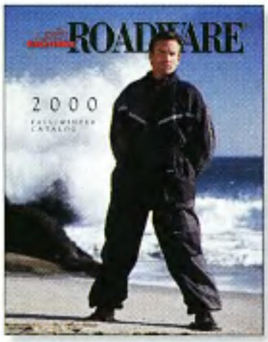

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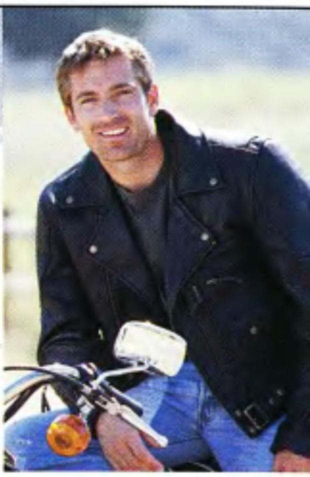

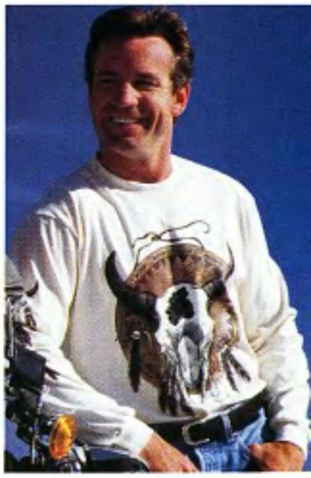

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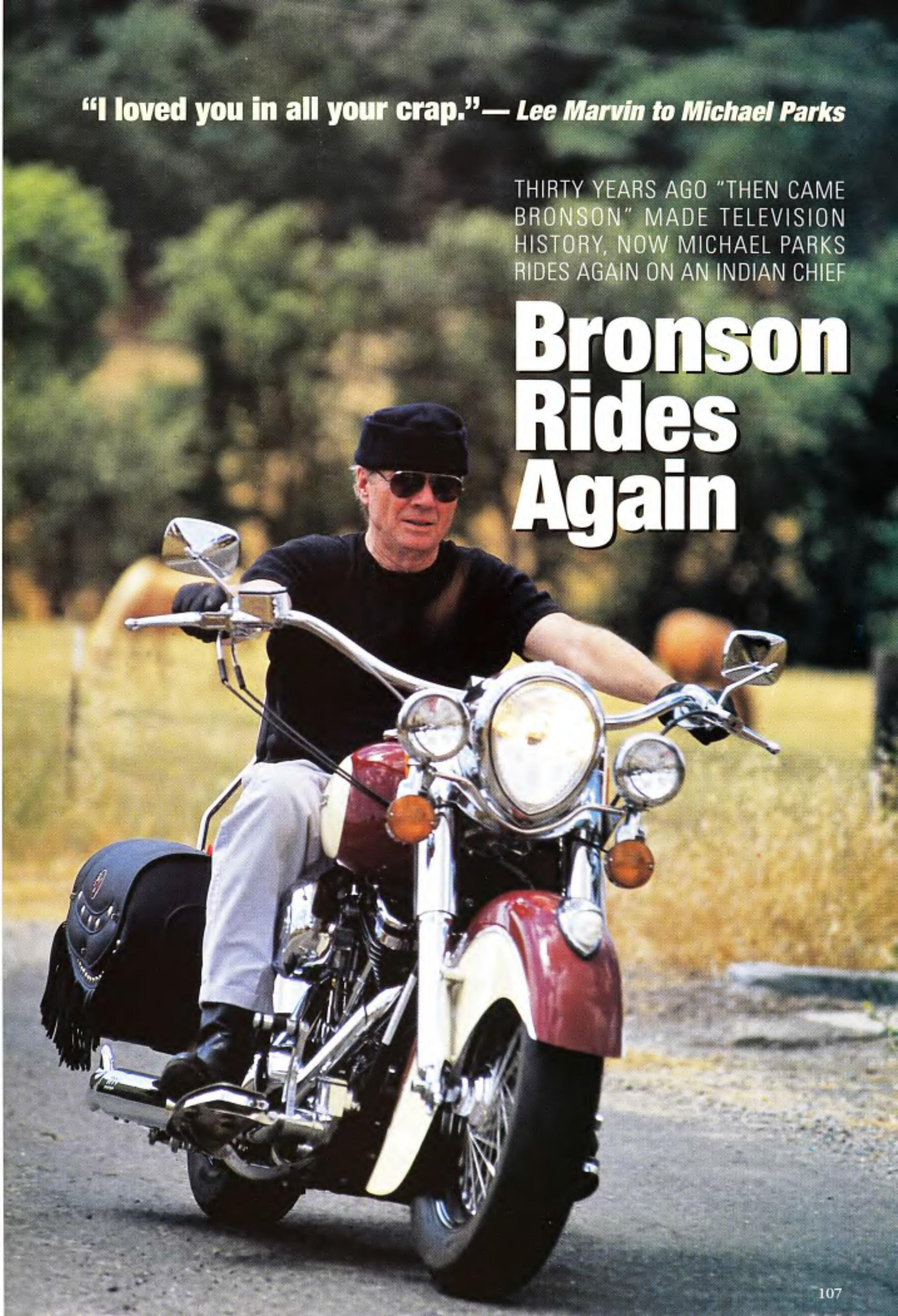
"I loved you in all your crap."— *Lee Marvin to Michael Parks*

THIRTY YEARS AGO "THEN CAME BRONSON" MADE TELEVISION HISTORY, NOW MICHAEL PARKS RIDES AGAIN ON AN INDIAN CHIEF

Bronson Rides Again



As the last year of the century, 1999 was quite significant, marking several special occasions (no millennium references here, I promise). Aside from the 30th Anniversary of the film *Easy Rider*, there were other events worth honoring, or at least remembering, which were of equal importance to the wild world of motorcycling. Two in particular come to mind here: we witnessed the re-emergence of Indian Motorcycle after a 46-year hiatus, and we celebrated the 30th anniversary of the now legendary television show *Then Came Bronson*. Oddly enough, the two have quite a lot in common, as you'll see here.

Bronson's star, Michael Parks, saddled up on a Sportster every week in 1969 to set out and discover the varying facets of a fragmented, Vietnam-torn society from the viewpoint of a disillusioned journalist who had quit the trade for the lure of the open road. The show and its unique social perspective made its own significant impact on the biker culture, so much so, that it's hard to find anyone who has more than a decade or two in the saddle and doesn't remember Bronson.

Well, although the show only lasted for one season, it has survived for more than 27 years in syndication and left its indelible mark on those of us who take to the open road even today. And although the all-seeing eye emblazoned on the fuel tank of Bronson's ol' Sporty has led many to speculate about its significance, Michael is pretty candid in explaining that it was simply an odd pick: the familiar symbol on our dollar bills which we have all grown up with and seen without giving it much thought. Enough said.

Although Michael chose to ride the '69 Sportster on the show, it was not his first love. Already a veteran motorcycle rider of nearly 20 years when *Then Came Bronson* filmed its first episode, Michael had been introduced to the two-wheeled world on an Indian. But since the doors had closed in Springfield 16 years before the television series would begin shooting, Michael chose the Harley instead.

Sadly, the show did not survive beyond its first season due to the usual bickering that goes on between writers and TV executives on what is necessary content for a good program. Michael wanted to develop Bronson as a character who was looking for America in all of its diversity during a time of serious social unrest. The execs insisted that more sex and violence would make a better show, but Michael refused to dilute the character, and *Then Came Bronson* was sent riding into history.

When syndication allowed the show to develop a huge following, Michael continued to work in the movies and also continued to ride. Roles and scripts would change through the years, but Michael's love for the Indian Motocycle would always remain a memory ... or so he thought.

Oddly enough, an old friend of Michael's (a journalist ... nice touch) lives up near Indian's sprawling new home in Gilroy, California, and after taking a tour of the place, he got on the horn to his old pal to tell him the news. Some time later, I received a phone call and the assignment to high-tail it to the back roads of Gilroy for an interview with Michael, who finally got his chance to saddle up on a '99 Chief. Donning his trademark black gloves and Bronson hat, it was kind of like watching the show all over again, and neither the star nor the bike looked much different from the way things used to be all those decades ago ...

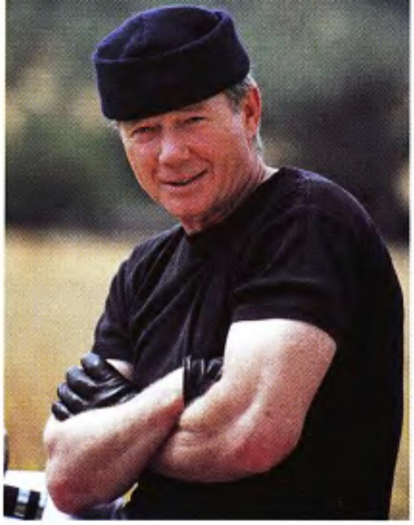
OK, I'm off on a tangent here, so let's get up to date.

As I said, Michael has been busy acting in the three post-Bronson decades, so it was a rare moment in between shoots when he could take some time off to ride and talk with us.

Michael's schedule is very busy; he and writer/director Quentin Tarantino have been building a good working relation-

ship over the years and are collaborating on several projects currently in the works. In fact, the next time you rent *From Dusk Till Dawn*, watch closely in the opening scene, because the Texas Ranger involved in the gun fight was played by Michael himself. This particular film is noteworthy for Michael Parks fans, because the Texas Ranger character will be picked up in another Tarantino film titled *Kill Bill*. Also, a prequel to *From Dusk Till Dawn* is in the works, which will be titled *Hangman's Daughter*. This film should be a western, circa 1912, and is said to focus on the life of writer Ambrose Pierce.

So, after coming all the way to Gilroy for a small photo shoot and a cruise through the Gilroy countryside on a new Chief, Parks just kept riding and riding that new bike. I was beginning to wonder if we'd ever get him off the thing. I started thinking that this was the making of "Bronson 2000," and maybe he'd get to ride that Indian in the series after all. In the end, he seemed quite pleased with the performance and feel of the bike. "[It's] a sweet ride. If I was going to buy a new bike, it would be an Indian." When I asked him about a "Bronson 2000" comeback, he just smiled and said, "Hey, you never know ..."



Photos: courtesy of Indian Motorcycles; bike provided by Central Coast Motorcycles, Gilroy, Calif.

Well, on the way back home I popped Michael's latest CD into my car stereo and gave it a listen. Apparently, he is not only an avid motorcyclist and accomplished actor, but he is also a singer and musician. Now on his sixth CD, called *Coolin' Soup*, Michael tells me that a lot of the music on Bronson's soundtrack came from his own early recordings. The new CD was cut at Listen Recordings in Las Vegas, with the help of owner Bill Larimore, and with its mix of blues, jazz and a little country, I thought that it was pretty damn good.

So what does the future hold for a potential Bronson return on a new Indian? Well, I'd say that the chances are good, especially with Michael's popularity in the business and also with the resurgence of Indian. Hey, ya never know. Until then, in order to satisfy any leftover curiosity, contact Listen Recordings at P.O. Box 35161, Las Vegas, NV 89133-5161 for copies of *Coolin' Soup*, or check out www.michaelparks.com for more info and links to *Then Came Bronson*-related Web sites.

Until the next meeting with Michael Parks, which will undoubtedly take place at the Bixby Bridge along California's Big Sur coastline, keep an eye out for *Then Came Bronson* on syndicated television to see what created yet another icon in motorcycling 30 years ago. I know a lot of teenaged boys who watched the show couldn't wait to buy their first bike and ride down that Long Lonesome Highway, or as Michael sang during the credits of each episode...

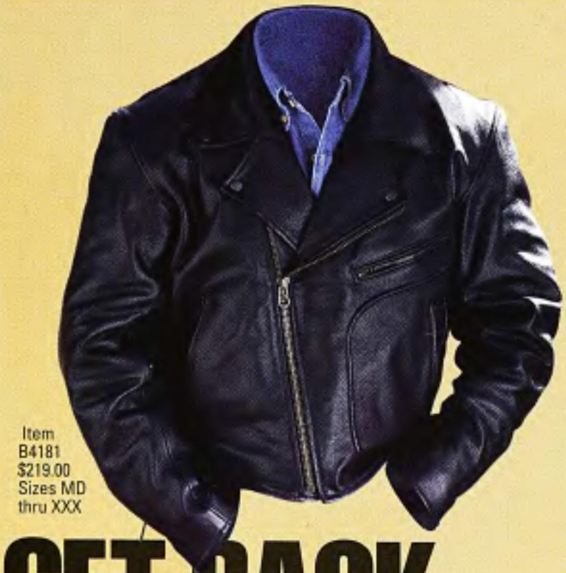
"One of these days I'm gonna settle down ...

but till I do I won't be bangin' 'round.

Going down that long lonesome highway ...

gonna live life my way."

—*Wordman*



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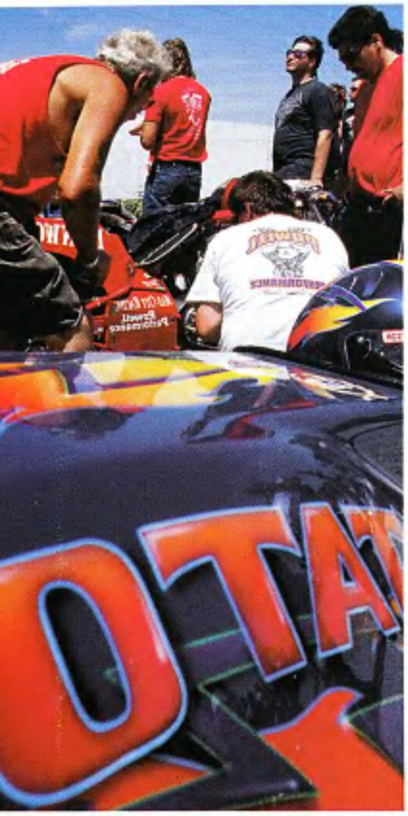
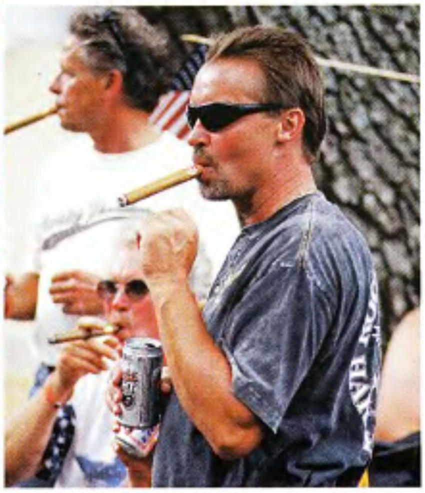
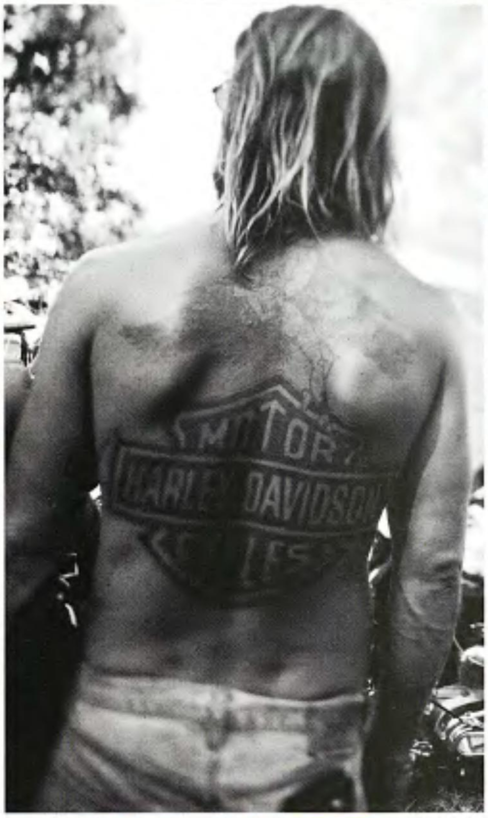
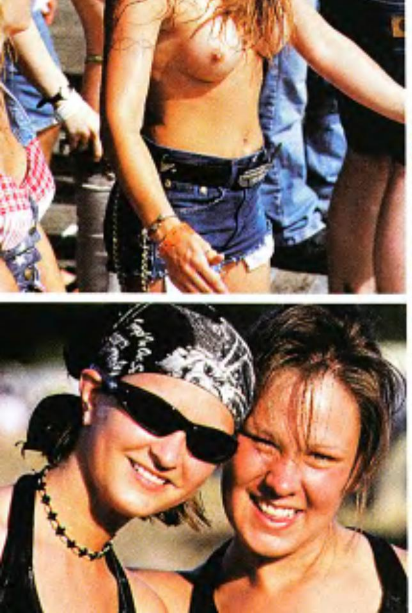
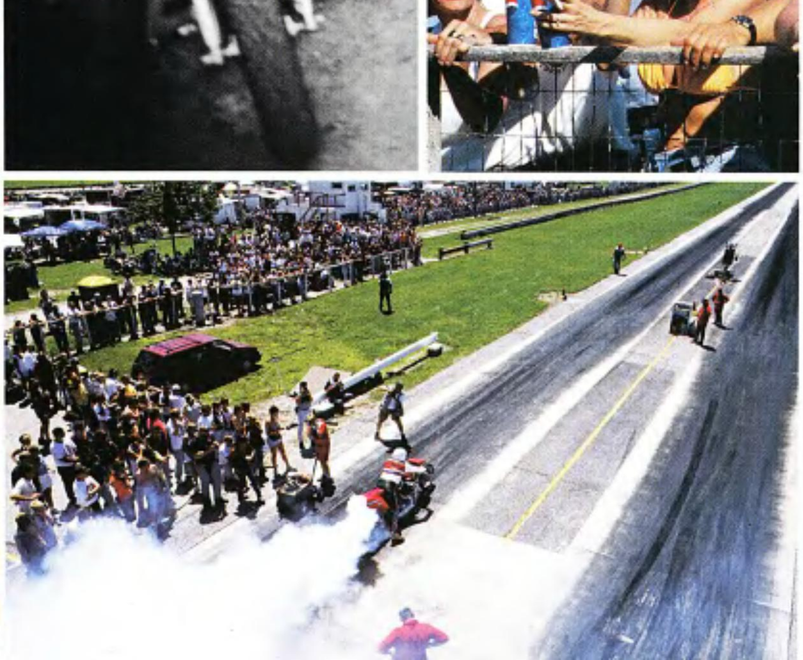
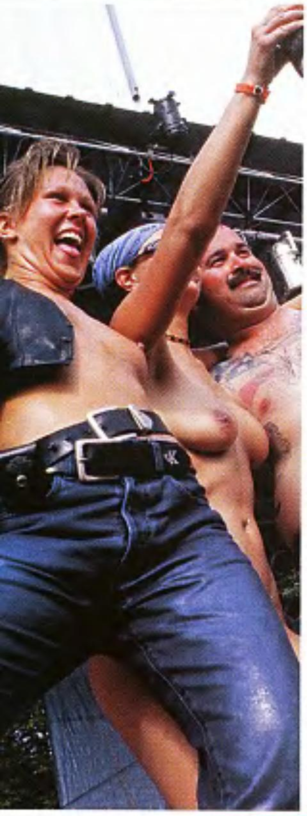




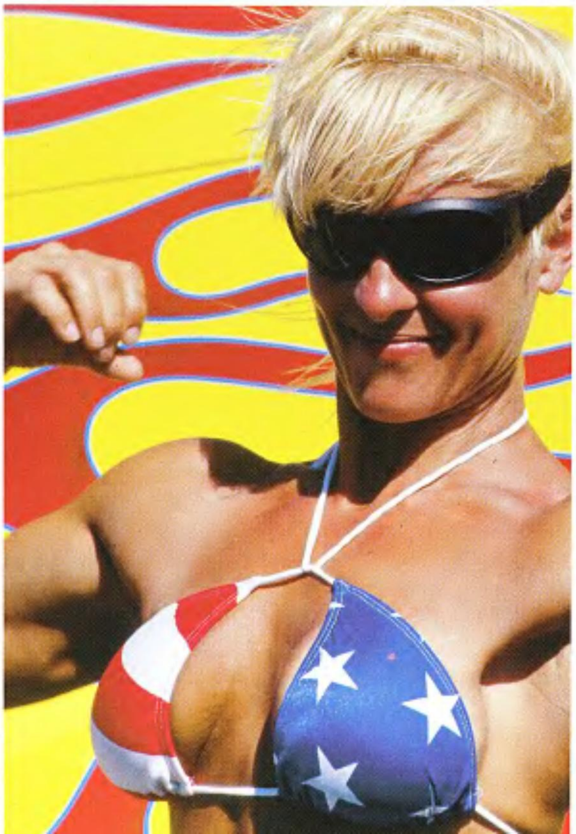



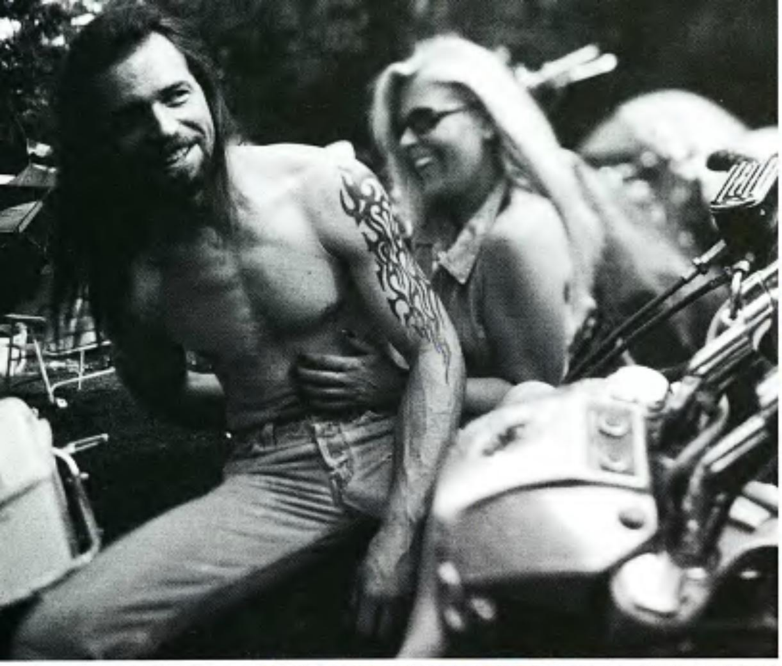


ABATE OF IOWA FREEDOM RALLY

ONE OF THE BEST BIKER PARTIES IN THE NATION

A small town in northwestern Iowa more than doubles its size annually as motorcyclists from across the nation converge for the Fourth of July weekend. Bikers from as far west as California, as far east as Maine, and north from Canada make the beautiful ride through the Midwest countryside a part of their yearly summer vacation. They ride to attend the three-day event dubbed by many as "one of the best parties they have ever attended" or "a party better than Sturgis." Their destination is always the same, Humboldt, Iowa, and the ABATE of Iowa Freedom Rally.

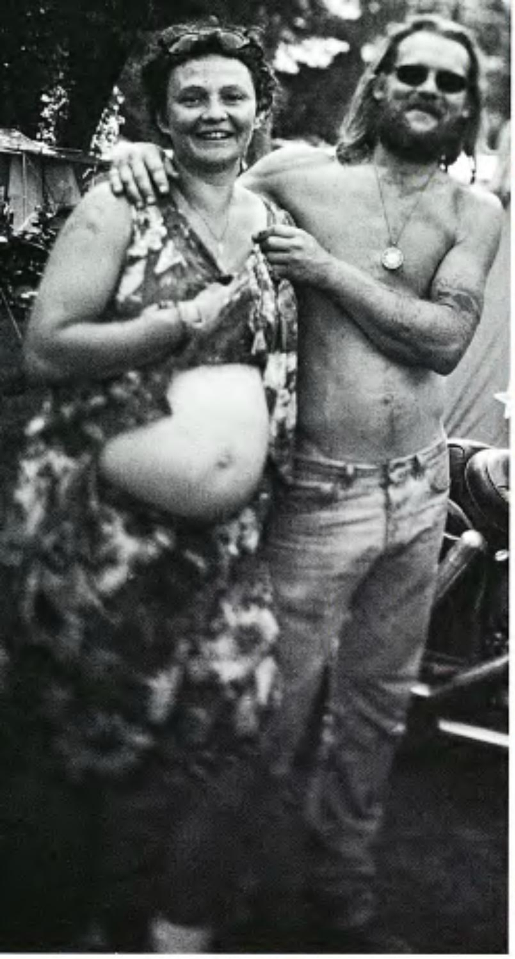


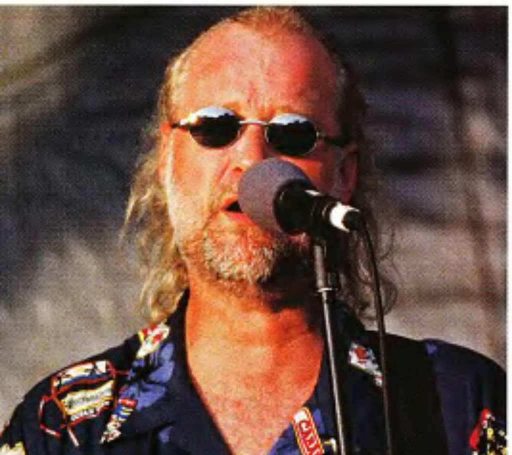


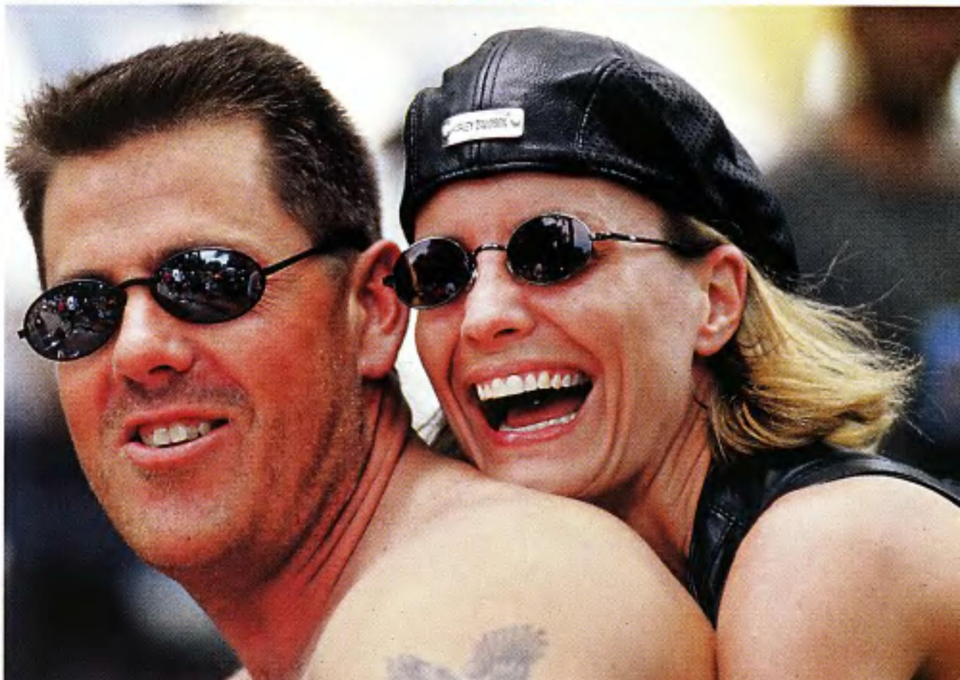
This year, the 15th Annual event ran from July 2 through July 4, with approximately 9,000 in attendance. Partygoers had a fun-filled weekend with plenty to do and see, a great line of vendors and food booths, and local and national bands playing almost nonstop. If that wasn't enough, there was also a ride-in bike show, a charity walk through the park, and the increasingly popular cool-down contest. If you wanted to get on your bike for a short ride, Sunday offered the Iowa All-Harley Drags just east of town. Little time was left for sleep at this wing-ding.

ABATE of Iowa has come close to perfecting the party atmosphere and seeing to it that their guests want to come back year after year. Inevitably, they will return and bring friends along with them. The best part is that while the party continues to grow, the cost is still minimal. The highest ticket price for the entire weekend of events is only $80, and that's for a nonmember couple. A nonmember single ticket goes for just $50.

The Freedom Rally began 16 years ago when the State Coordinator and his fellow officers decided to celebrate the Fourth of July weekend. They planned a five-day party in Sheldon Park, just west of Humboldt, and filled it with live bands like John Kay & Steppenwolf and Head East, plus field events, a bike show, and a







wet T-shirt contest. The weekend was such a success that it was repeated the following year. The rest is history.

Fifteen years later, the holiday weekend looked somewhat bleak, with a very soggy entrance, courtesy of Mother Nature. Spirits weren't dampened, though, and good times prevailed as bike after bike rolled through town heading toward Joe Sheldon Park. Foul weather couldn't stop the biker hordes from returning for another great year. By the time the bands took to the stage, wet and weary riders had put on dry clothing and were ready to rock. The Curt Hansen and Jimmie Van Zant bands were the national acts, and they entertained the crowd well into the early morning hours.

The sun braved the morning sky on Saturday and did its best to dry out the grounds. Unfortunately, it wasn't soon enough for the annual rodeo. Looking past things that weren't under their control, the State Officers and the Dakota City VFW stood front and center on Freedom Stage for the Opening Ceremonies. The annual ceremony in commemoration of Independence Day includes a 21-gun salute, the singing of the National Anthem, memories of deceased members, a "Welcome" address by the State Coordinator, and the firing of the cannon. For the second year in a row, a Harley Softail was raffled off.

Photos: Michael Lichter

The Blue Band, Atlanta Rhythm Section, and Chris Duarte rolled into the park early that evening hoping to watch first-hand the notorious cool-down contest they'd heard so much about. Day turned into night as the sound of blues filled the air on the evening of July Fourth, and fireworks exploded in the distance, illuminating the nighttime sky.

Sunday brought more sun and fun. Many rode to the Humboldt County drag strip to see the Midwest's largest 1/8-mile motorcycle racing event, while others remained in the park for the bike show and charity walk, or just to visit with old acquaintances and make early plans for attending next year. Billy Gordon & the Blue Rockers and Molly Hatchet closed another successful Freedom Rally for ABATE of Iowa.

Regrettably, all good things must come to an end. A hug, a handshake, or a nod goodbye was the final farewell for many as they prepared for the ride home. ABATE of Iowa is gearing up for an even larger crowd expected during next year's event and plans to open even more camping areas. For more information contact the State Office of ABATE of Iowa at (515) 858-5001, or on their website at abateia@netins.net.

—Janet Forsythe

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Skinny Girl With Big Tits

(Spotted While Strolling At The Mall With My Loved One)

OK, you caught me looking—again—but, Jesus, how could I not? It's a phenomenon! I'm human, aren't I? I'm a goddamn heterosexual, wouldn't you say? You get to see my hetero orientation in that bed every night, don't you? Yeah, well, OK, once or twice a week, but who's counting? And that's not the point. This girl's unbelievable. Normal women just aren't built like that: slim hips, skinny legs, flat muscled tummy, delicate features, and humongous boobs that want to topple her right over on her pretty, little, red-lipsticked young face. Except she won't land on her face when she falls forward, will she? Har! Har! She'll hit the floor bumper boobs first and boing right back up into standing position. Can you picture that scene? I sure as hell can. I wonder what she looks like naked?

Huh? Yeah, yeah, yeah, you're probably right, damn it. I know they're implants, I know she paid for them, but, Jesus, don't be such a party pooper. Let me imagine, will ya? Let me dream a little. I'd like to believe she's a freak of nature, born slender as a wood nymph but carrying the mammary genes of a big fat backwoods mama. She probably went through a normal, happy, healthy childhood until puberty struck and those titties jumped right out of her chest. And she's suffered with them ever since.

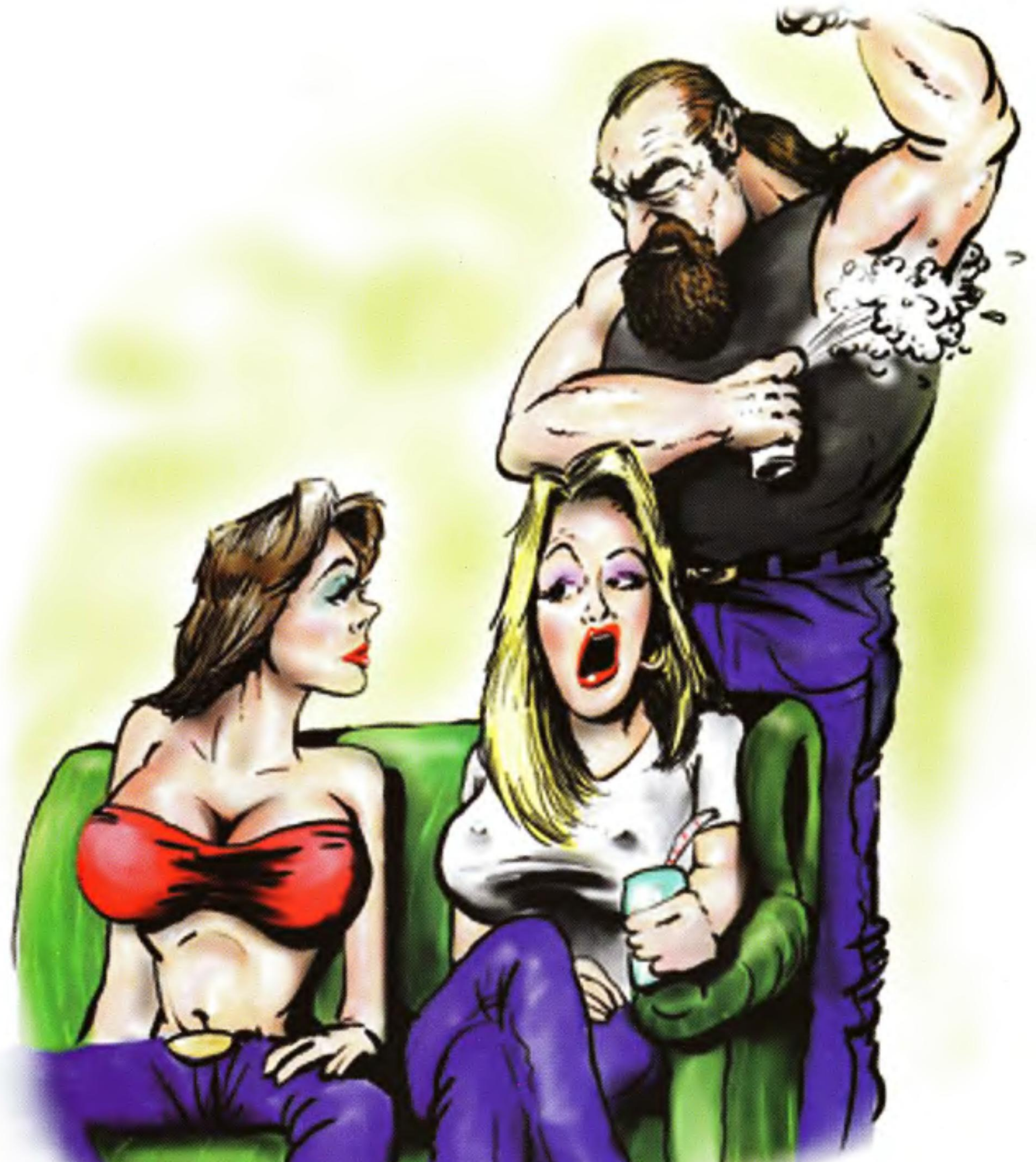
Illustration: Coyote

You don't know what it's like; you don't know how to sympathize. First girl with breasts in fifth grade at that country schoolhouse, and all those stupid hayseed boys slobbering all over her in the back of the classroom. "Where'd you get them big tits, Darla?" they'd ask, laughing, slapping their knees, farting, and laughing again. Later, High School Harries with hard-ons under their desks and hands that wouldn't stop groping, groping, groping her luscious, pouting yabos. And always the catcalls at the beach when she walks or—please, God, let me picture this—jogs by. And now the dickheads at the office who gaze at her chest until their eyes glaze over and their trousers salute. She's suffered with the moniker Skinny Girl With Big Tits her whole life. Makes me feel sorry for her. Makes me want to console her, stroke her long, silky hair, and stare at her tits myself. I wonder what color her nipples are. I've always favored brown or purple over pink.

Huh? What's that? I never get this excited when I talk about you? That's different. Jesus. You're wrecking my mood here, you know that? Not everything's about you, Dear. Your weight and your breasts are just fine, OK? Do I have to tell you every day? But this girl's exceptional. Abnormal. Unfrigging believable! What do you mean you want to go home? We just got here. You said you wanted to spend more time together, didn't you? We're having a nice walk and a nice talk, aren't we? Jesus, these women are never happy. Look! Look there. She's going into Super-Save Drugstore. What do you suppose she's going to buy? You want to follow her in and find out and stare at her some more? Ow! I was just kidding. You didn't have to smack me like that. That hurt. Do you suppose she shaves herself all over? I don't much care for that look myself.

OK, OK, calm down. Jesus. I'm just kidding and you know it. I'm just having a little fun for a change. Nothing. I didn't mean anything by that. I'm just goofing around, OK? It's not like I'm obsessing over this. So let's change the subject. Will that make you happy? Let's talk about something else. What do you suppose she does for a living? Swimsuit model? Movie star? Porno queen? I knew you were going to say that. I just knew it. Why does every beautiful woman have to be a whore to you? It's like you're jealous or something. But if she is, I wonder how much she charges. I'd pay a hundred bucks just to stick my head between those boobs and shake it. Ow! Quit it. I'm just kidding. Leave me alone. But I wonder how much she'd charge for a full overnight with all the trimmings. Five hundred? A thousand? I'd definitely make her be on top, with those big titties in my face and that sweet little butt in my hands. Ow! Jesus. Quit that. Ow! Ow! Ow! You're killing me. Quit it Ow! Ow! Ow! Ow! Ow!

—Don Feigert



"It's his way of giving me a birthday present."

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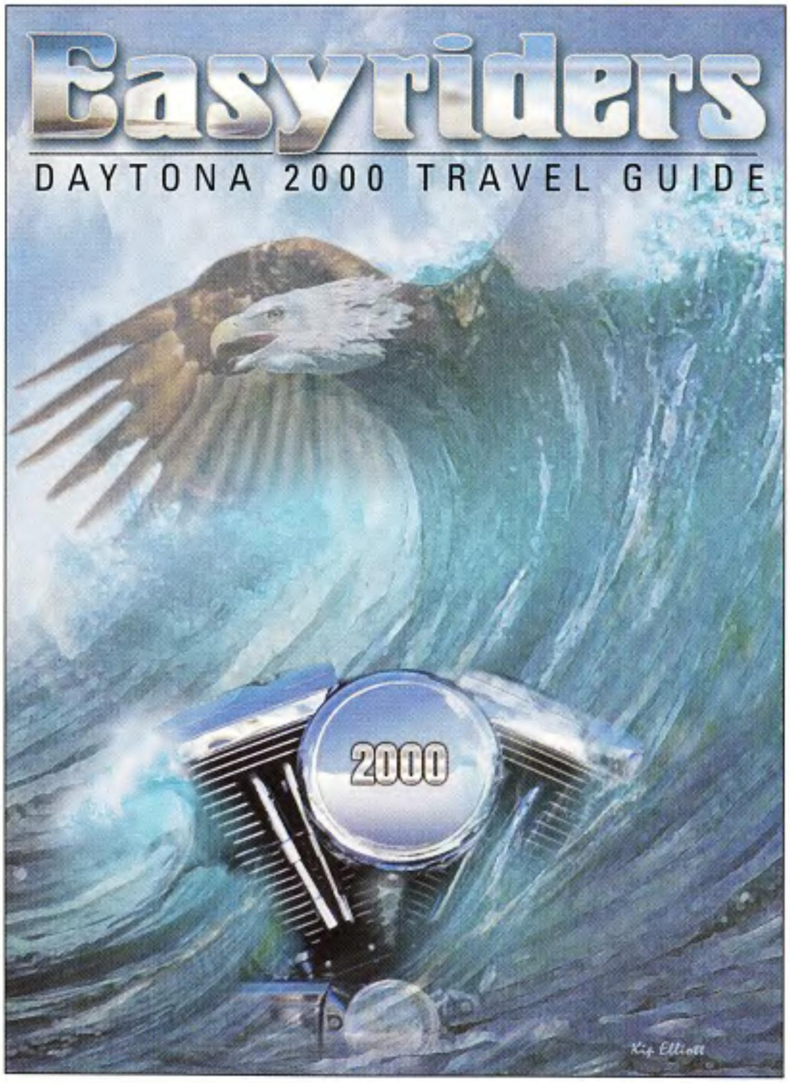

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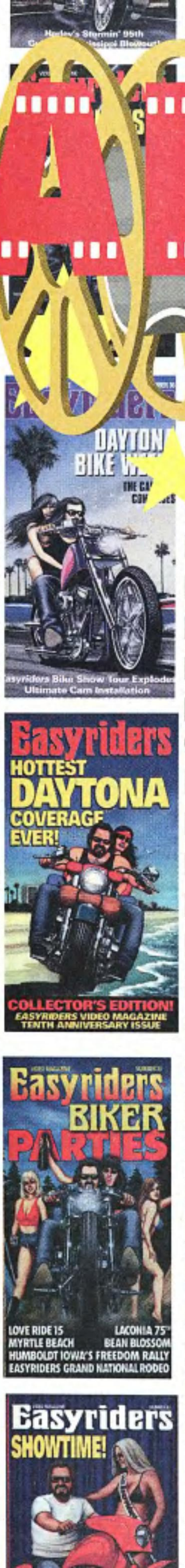

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- ☐ Video 11: Easyriders Rodeo '91 - Chillicothe, Oh, Baltimore Toy Run, NYC Run for our POW/MIA's, The Mating Game.
- ☐ Video 12: Am-Jam Tattoo Expo, Easyriders Rodeo Highlights, Ed Kretz. The Grateful Dead and Jimmy Wood and the Immortals.
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- ☐ Video 15: '92 Sturgis Special, Prison Bike Show, Easyriders Grand National Rodeo '92, Hooter Olympics. Burnt River & Jim Brody.
- ☐ Video 16: Sea of Blue Tattoo Show, Easyriders Invitational '93 Bike Show, Biker Fantasy. Music by Hell Hounds.
- ☐ Video 17: Daytona Bike Week '93, United Bikers of Maine Party '93, Drag Racing Action, Desert Fantasy, Flame Painting Tech Tip.
- ☐ Video 18: Harley-Davidson 90th Anniversary, Wisconsin Freedom Rally, Philly Toy Run, Senator Ben Nighthorse Campbell.
- ☐ Video 19: Easyriders Chillicothe Rodeo '93, Road to Sturgis, Tim Bauer Comedy, Lorenzo Lamas "Renegade".
- ☐ Video 20: Easyriders '93 Rodeo Grand Nationals, Mardi Gras w/Rip, Corbin's Fantasy Bike Wash, C.C.I. Pro Street Kit Tech.
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- ☐ Video 29: Daytona '96, Easyriders Bike & Tattoo Show, Inside the Harley Motor Factory.
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- ☐ Video 31: Sturgis '96, Love Ride 9, Del Mar, Jims Machine, Scotty Parker. Music by Carlos Guitarlos.
- ☐ Video 32: Daytona '97, Easyriders Rodeo Wrap-up '95, Wild Weasels, S & S Cycle.
- ☐ Video 33: Exotic Dancer Run. Easyriders Grand Nationals Rodeo '96. Easyriders Bike Show '97 Bash in Anaheim. Rolling Thunder/Run for the Wall.David Mann Wedding. Carlos Giutarlos.
- ☐ Video 34: Hollister 50th. Redwood Run '97. Chicago Toy Run '96. Easyriders Columbus Bike Show. Biker Jokes. Fryed Brothers.
- ☐ Video 35: Easyriders Rodeo Grand Nationals Rodeo - Chillicothe. Artistry In Ink Show - Anaheim. Oyster Run '97. Wetzel Blowout '97. Run For The Wild. Music by the Wolverines. Photographer Michael Lichter.
- ☐ Video 36: Daytona '98. Easyriders '97-'98 Bike Show Tour. Columbus Bike Show '98. Jims Valve Train Tech. Music by Steve Werner "The Zoo".
- ☐ Video 37: Harley's 95th anniversary celebration. Laughlin Run '98. Gulf Port Blowout '98. Primo Belt Drive Tech. Harley-Davidson VR-1000 Race Team.
- ☐ Video 38: All Sturgis '98. This Sturgis special takes you through the whole Sturgis experience with an interview with Bob Newland, a feature on Peter Fonda, the Bushtec Trailer Tech and more!
- ☐ Video 39: The best of the biker parties brings you all the party action from coast to coast. Myrtle Beach '98, Iowa Freedom Rally, Laconia 75th Anniversary, Bean Blossom Boogie (Indiana), Love Ride #15 and Chillicothe Easyriders Grand Nationals.
- ☐ Video 40: Daytona Bike Week '99 was the chosen subject of this 10th Anniversary of Easyriders videos.
- ☐ Video 41: Bike Shows and Myrtle Beach are only a hint of all the fun packed footage you'll find.
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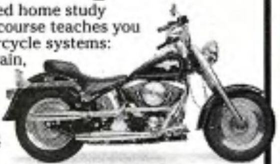

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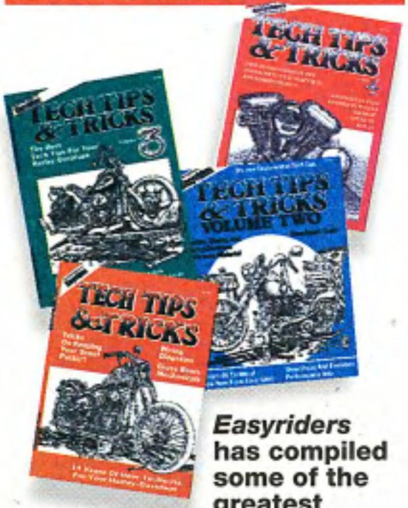

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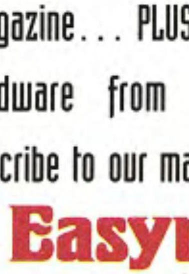

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Rip's Tips

Hibernation

It's November 1 as I write this, and I know that some of you riders up north are probably freezing your tails off. It has already snowed in some parts of our country. It hasn't stuck to the ground, yet but it's only a matter of time before it will start piling up. Winter can really suck ... in some places more that others. I'm not gonna rub your face in it but I will say that those of us who live in the southern states and Southern California are really fortunate that we don't have to deal with it.

Above: The Rome Bike Bag keeps your scoot protected. Right: The Battery Tender.

Anyway, for those of you who have to put your bike up during the fall and winter months due to the frigid weather conditions, here's a few tips that may help you deal with it.

The first one involves a heavy-duty bag that zips ups and covers the bike completely. Rome Bike Bags make this neat cover and they say it's good for indoors or well as outdoors. It helps to protect your bike from rain, salt air, snow, and pollution. The outside of the bag is made from 600 denier polycanvas. The inside is lined with polyvinyl chloride (PVC). According to Rome, it's waterproof.

One of the main things I like about this bag is that the zipper ends have holes big enough so that a lock can be attached through them. If a thief comes by, he doesn't know what's inside the bag. Many covers don't zip up, so that all a bike thief has to do is lift one corner to scope out what brand of bike it is. The Rome Bike Bag sells for $180 retail, so it isn't cheap, but like the saying goes, you get what you pay for.

Who was that masked man?

The next thing I want to write about is a product called the Battery Tender. The worst thing you can do to a battery is not use it. What a Battery Tender does is keep enough juice in it to protect the battery during those periods of inactivity. It doesn't over-charge the battery; it keeps it at the ideal level, switching to a float-mode automatically, adjusting the charging rate up or down as needed. Since I have more than one bike I really believe in this product. Sometimes I'm on the road a good part of the year so my bikes don't get ridden and the battery goes dead. Before I started using a Battery Tender, I'd only get about year's worth of use out of a bike battery. Since using this little device, the lives of all the batteries in my shop have been extended quite a bit. Deltran Corporation from Deland, Florida, sells them for about 60 bucks. Your local Harley dealer sells them for about five bucks more under their brand name. Each of these companies also sells a compact junior model for 40 smackers.

The last products I want to tell ya about this month are a bitchin Speed Cap and Neck Warmer. They are made from 200 weight polar fleece. The caps usually sells for 15 bucks each, and the neck warmer goes for 20 bucks. For a limited time if you buy both of these garments together you can save yourself five dollars. The goggles aren't included but are necessary to keep the whole enchilada together. I like mine very much; they work swell keeping my face and neck out of the chill.

That's it for this time, folks. Stay warm this winter and if you want to read Rip's Run check out *Biker* magazine. If you'd like to contact me via e-mail go to Rip@easyriders.com

—Rip

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ROME BIKE BAG
(888) ROME-BIK
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www.bikerbars.com

BATTERY TENDER
Deltran Corporation
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E-mail: service@batterytender.com
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Photos: Rip

The motor is disassembled, cleaned, and painted; worn parts are replaced and reassembled.

A New Heart For Your Evo

Harley's V2 Evolution Engine Remanufacturing Program

What do you do when your formerly faithful Evo engine finally gives up the ghost? Send it back to Harley-Davidson and have them remanufacture it just like new. The program is for all Evo motors from '84 to '99 and includes: complete disassembly; paint removal; an inspection of all parts; powdercoating; cylinder, crankcase, head, and flywheel remanufacturing; engine reassembly; and strict Harley-Davidson hot-testing.

We went to San Diego Harley-Davidson to follow the process from start to finish. The bike chosen for the remake (my 1992 FLTCU) had just over 100,000 happy miles on it when the pinion shaft bearing retaining ring let go, taking out the oil pump drive gear, leading to no oil pressure and an abrupt halt on the way back from Sturgis. A quick call to the Bros Club got it back to Easyriders of Las Vegas, who gave me the bad news. I decided to have the bike transported to San Diego Harley.

When it arrived, the engine was surgically removed by the able hands of one of their factory-trained technicians, Ken Henderson. I spoke with Fuzzy, the Service Manager about the program. He said that there was no way for dealership to perform the rebuild in-house considering the excellent price the factory offers. So we packaged the motor up in the special shipping crate Harley provides and waited for its return.

When the engine arrives at the factory it is carefully disassembled by a trained technician. The parts are inspected and any unusable parts discarded. The good parts are put into a community inventory. They don't keep your heads, flywheels, cylinders, etc. together, so if you've done special work to them you might not want to use the program. However, you do get your original crankcases back, provided they meet Harley's specs.

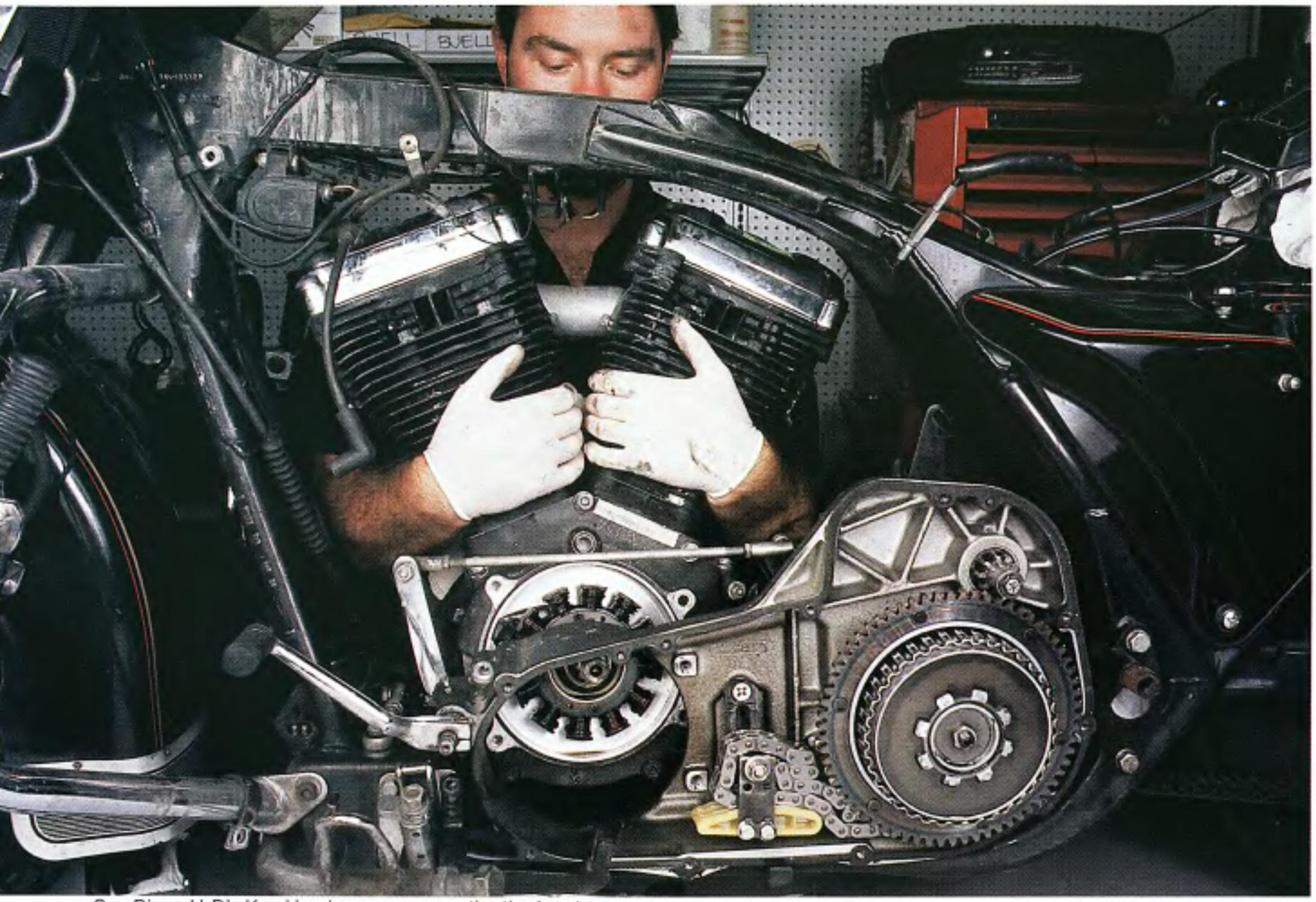
Everything is cleaned, and the paint is removed. They powdercoat the parts and send them out for reconditioning. Cylinders are bored, valve guides replaced, valve seats resurfaced. Everything meets stringent specifications, and those parts not meeting them are discarded.

The engine is then reassembled by a hand-picked team. The engine is upgraded to the latest specs wherever possible. All chromed and polished pieces are replaced with new parts.

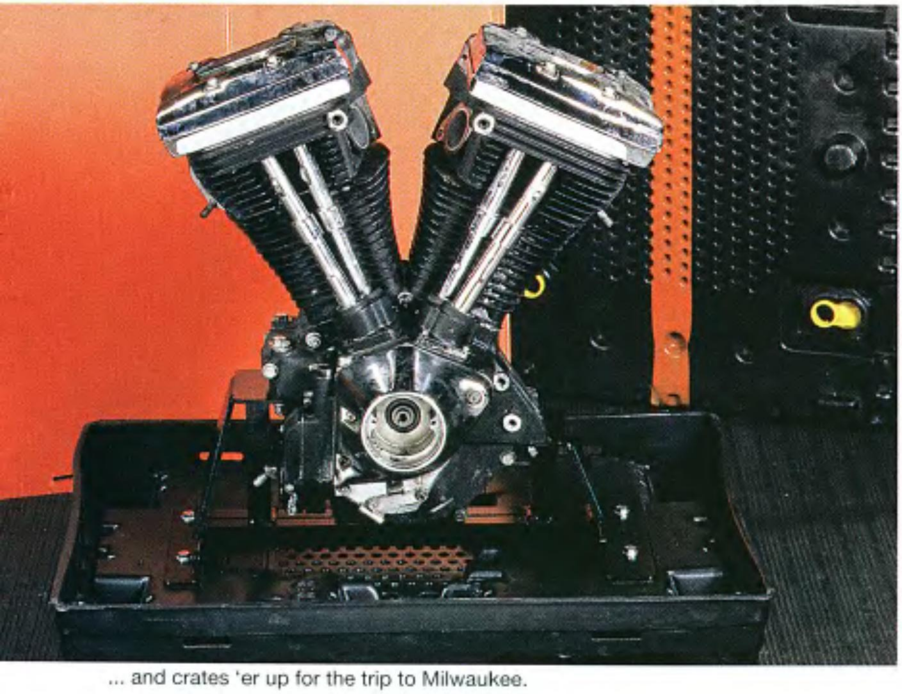
When the engine is finished, it is hot-tested on Harley's dynos and checked for leaks. The motor is then cleaned and put back into a shipping container and sent back to the dealer.

Less than two weeks after the used-up motor was shipped off to H-D, I got a call from Fuzzy saying "Your engine is back, when can you get a photographer down here to finish shooting the install?" That was fast!

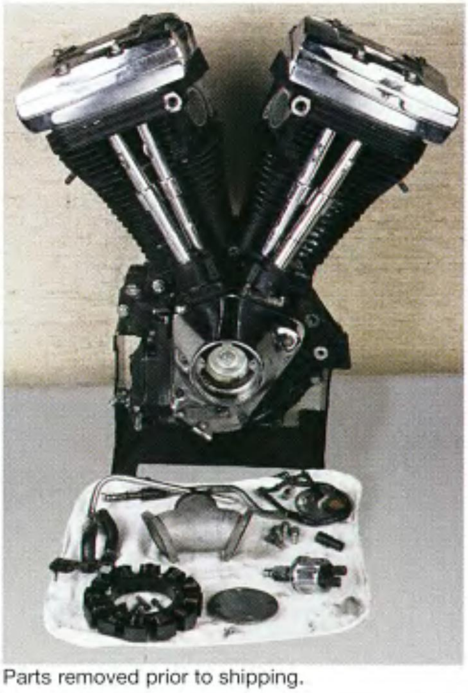
When I got down there, Ken reinstalled the motor, tuned it, and I have to say, it runs as good as the day I bought the bike. The price was unbelievably reasonable, $2,195 for my black-and-chrome



San Diego H-D's Ken Henderson removes the tired motor ...



... and crates 'er up for the trip to Milwaukee.



Parts removed prior to shipping.

motor ($1,995 for silver and polished). What a deal! Freight and labor to remove and replace engine (about 4.5 hours) is not included.

My old Ultra is now like new, waiting to conquer the roads. With a 12-month, unlimited mileage warranty, I'm sure that I'll get many more years of service out of it and resist the call to trade it in on a newer model. What was Harley thinking?

—Kit Maira

Oh joy, she's back!

Sources

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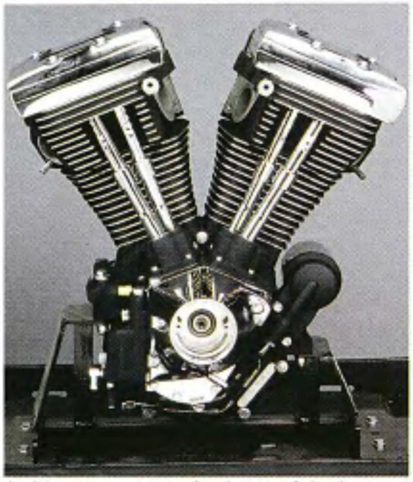
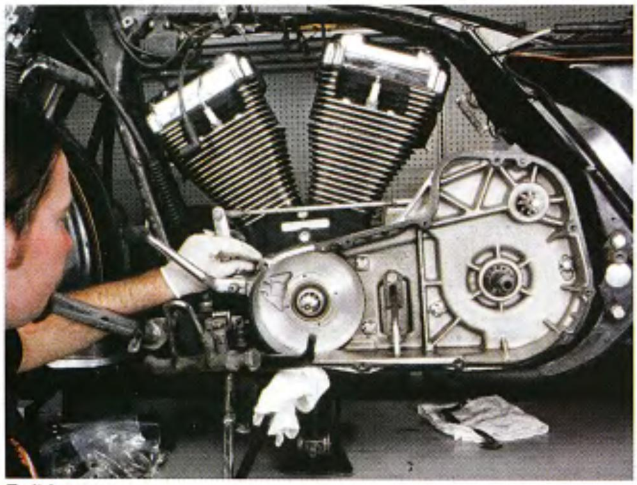
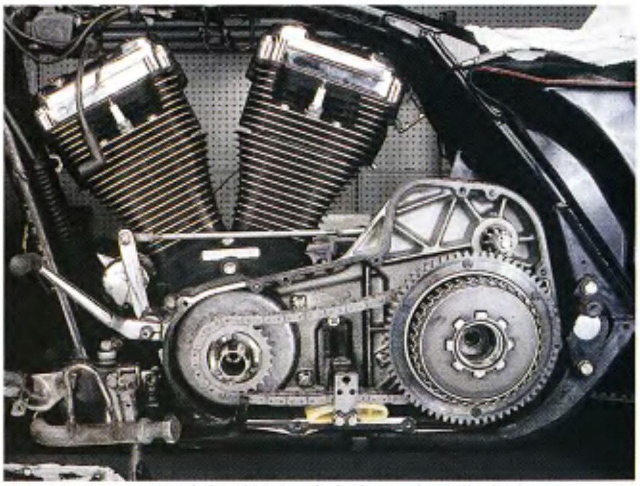


A shiny, new motor, fresh out of the box.

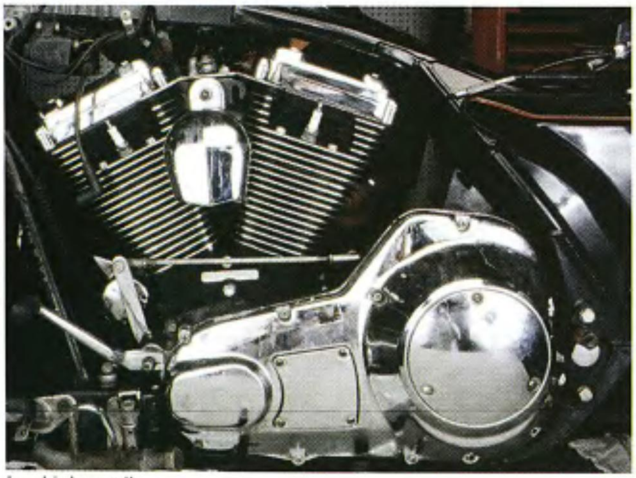
Slip it in gently...



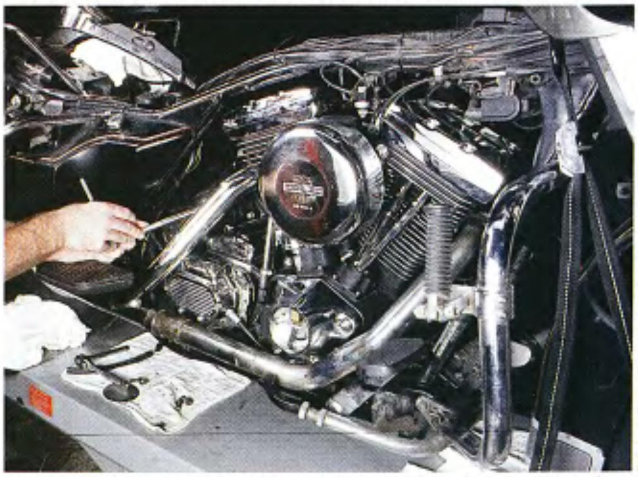
Bolt her up.



The alternator, clutch basket, and chain are installed.

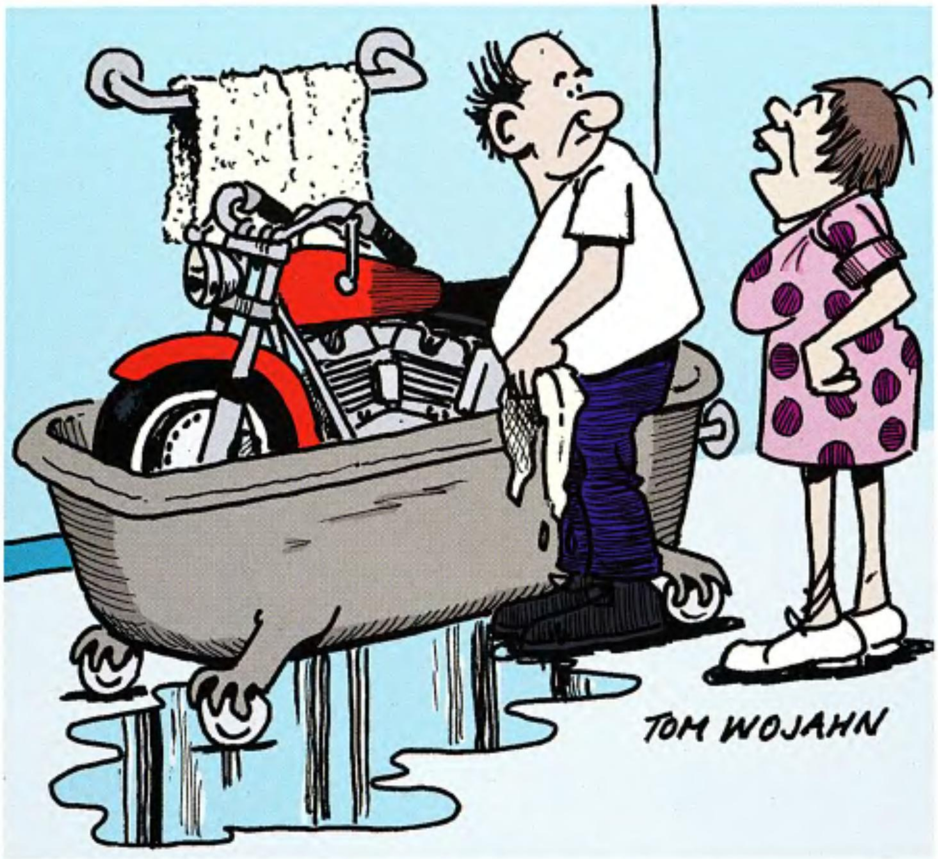


Lookin' good!



Button up the exhaust system and tanks and you're good to go!

Photos: Chris Baldwin/Harley-Davidson Motor Co.



"Why can't you take that thing down to the car wash like everyone else?!"

Back In The Saddle Again
Picking The Best Seat For Your Softail

Nothing can make as big a difference in the look and ride of your bike than a seat. The proper saddle means the difference between a severe butt ache after 50 miles, or all-day cruising with a smile on your face. A seat can make a fashion statement about your scoot and you, with serious to sedate black leather, or wild ostrich to stingray skin. To focus our attention on the most popular seats currently available, we chose a Harley Softail as the model most of you ride. We then picked a few manufacturers that sell a ton of saddles and do a damned good job of offering quality at a reasonable price.

For the purpose of this comparison, we kept most of the seats down to the $200-$400 level, though some custom seats can cost you up to a staggering $3,000! To start with, we looked at several standard Harley-Davidson seats. The Heritage Softail and Fat Boy model Harleys come with two-up nostalgic seats that are both firm and comfortable. The Heritage Softail Classic seat with rider backrest retails for $559.95, and the Heritage Springer version goes for $629.95. These premium seats offer two inches more filler and denser foam for comfort on the long haul.

The Heritage Classic Double Bucket Seat and Fat Boy Double Bucket Seat retail at $259.95 and offer wide double buckets to put you in the cradle of cruisin' comfort. The Fat Boy Collection Solo Seat ($209.95) with low-profile Passenger Pillion ($93.95) as shown here gives you a retro look and the classic Harley comfort. You can also get a wider passenger pillion, and there are several backrests to choose from.

Another nice model for custom looks is the Harley Badlander seat which goes for $234.95. The seat uses top grain leather and features an embroidered Harley logo. A super cool bun hugger is the new Softail Custom seat with real simulated snake print. This gives you cobra styling and snake-lookin' print stuff for $229.95. The great thing about all Harley seats is their flawless fit and finish. These are saddles designed to take you on many trouble-free adventures and look damn good doin' it.

When you think of custom seats, most of you think of LePera and Corbin. You

Harley-Davidson's two-up "Fat Boy" saddle with detachable, matching sissybar and pad.

Corbin's '50s-style seat and pillion.

LePera's popular two-up Silhouette model.

certainly see these names stitched on the seats of more custom scoots at bike shows and in these pages than just about any other manufacturer's. Based in North Hollywood, Bob LePera and his son Bob Jr. turn out a myriad of wild custom seats for Softails. LePera uses 16-gauge steel base plates, quality leather and vinyl to create smooth custom looks for your Softail. We found all the LePera seats used for this comparison to be of high quality, great finish, and incredibly good fit. The LePera seats, in fact, seemed to melt on to the Softail's frame right out of the box.

LePera's most popular seats for Softails are the Silhouette series. These come in Solo, Full Length, and Two-up. All are ultra-smooth designs featuring basketweave inserts, special embroidery, and different color flame panels. The Silhouette Solo pictured here has killer looks and is amazingly comfortable for such a thin-looking saddle. The vinyl version is priced at just $132. The Two-up version is sparse for passengers, but it looks damn great and runs $232.

The LePera Cobra is a full length seat that will take you back to the '60s with its frame-huggin', nasty profile. It comes in your choice of smooth, pleated, pillow, or diamond designs. The Cobra is also available in Solo versions with matching pillion pad. As with all LePera seats, the prices range from low dollar vinyl saddles all the way up to the high-dollar, exotic leathers and special stitching. The Sanora line of custom seats from LePera gives you '50s style looks with its Solo seats sporting conchos, leather fringe, and regal plush pillions in any finish imaginable. The Maverick series offers comfortable touring for two, and prices range from $330 for vinyl to around $500 for full leather. If you can dream it, LePera can build it. You can get a one-of-a-kind seat for as little as a tad over $300 and a full leather seat in the $500-$600 range.

Mike Corbin has created a Wizard's Workshop dedicated to creating innovative products, from super comfortable saddles, stylish fairings, and saddlebags to Sparrow electric cars and even flame-painted couches that look like the ass end of an old Mercury. From its factories in Hollister, California, and Daytona, Florida, Corbin-Pacific Inc. produces an incredibly wide range of Softail seats at reasonable prices. The Cobra pictured here is thicker

LePera's bare-bones Silhouette solo seat.

Touring gets the LePera treatment.

Corbin's excellent Touring Saddle with detachable rider backrest.

and cushier than the LePera version. It's molded to the chassis and fender rail with fluid lines and offers genuine leather seating with a "Wildfire" stitch pattern. The Cobra retails for $299.

Corbin's Hollywood Solo saddles show off a very low profile and look great on any Softail. Solos come in vinyl, leather, and something called faux-ostrich, and they sell for $199. If you're goin' for the old FLH look, Corbin's '50s-style Solo saddle and Pillion Pad are just the trick. The all-black version is shown here, but it can be had in just about any combination you can imagine, from fringe and studs, to color coordinated piping and even furry, Holstein cow-lookin' stuff. The Leather Solo retails for $379, while the matching Passenger Pillion is $199.

For a completely different look and feel, Corbin's Dual Touring Saddle is the ultimate in two-up comfort. The genuine leather seating is wide and deep, creating the perfect cradle for your butt. Backrests and sissy bar pads are contoured to fit the shape of your back for maximum support. As with most of the Corbin seats, the Dual Touring Saddle allows you to pop in adjustable backrests for both rider and passenger. This cush puppy retails for $579, and each backrest will run ya $199.

A relative newcomer to the custom seat arena is Lars Roulund of High End Products, located in Mission Viejo. In the last five years, Lars and his crew have gone from creating just a handful of exotic seats to producing more than 700 per month. Lars designs seats for such motorcycle manufacturers as Ultra, Big Dog, Pure Steel, Pro-One, American Quantum, Stroker, and others. While he's known for high-end (hence the name) custom saddles made from exotic skins including alligator, ostrich, stingray and others, his basic Solo models start at just $200.

The company is large enough to supply high runs of inexpensive production seats and small enough to work one on one with customers who require special custom seats. Two High End seats are pictured here. One is the "Butt Crack" (hey, they named it, not us), an inexpensive leather seat retailing for $245. A "next ge-neration" gel insert (Pro Pad) is available for a few dollars more. The "Bad Bones" seat comes standard with a Pro Pad insert and custom stitch pattern. Made of suede and leather, this seat retails for $565.

In the end, your choice of Softail saddle will be made by comparing comfort, quality, detail, looks, and cost. The Harley-Davidson seats we tried were all exactly what you'd expect from America's biggest motorcycle maker; quality products designed to look and fit well, offering traditional Harley looks at moderate to high prices.

Corbin's bun-hugging Cobra with flame insert.

High End's low end "Butt Crack" solo saddle gives great looks for less bucks.

High End's cush gel "Bad Bones" solo with tribal suede inserts for show 'n' go.

Photos: Dave Nichols

For real custom pizzazz, though, you pretty much have to go aftermarket. We found that while the Corbin seats might run a bit higher in cost than the LePera models, the extra comfort is worth every penny. On the other hand, the Corbin seats we tested all needed to be shoehorned into position while the LePera seats fit the Softail frame like a glove, and the High End seats fit like a calf-skin glove. Though sparse in padding, the LePera designs work incredibly well on long rides.

We found that the saddles that caused our butts to vibrate and burn the most were the ones with the plushest padding. Of the seats offered for testing, the ones shown here all get the Easyriders thumbs-up.

—Phantom

"Not only did I get this place dirt cheap,
I was also able to store my entire collection of vintage Harleys in it."

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TechTips

Line 'Em Up
Shimming Your Belt Drive For Proper Alignment

OK, so you finally got the dough together to get your scooter one of them fine, new 3-inch belt drives and you're ready to begin the installation. Most of the time these suckers go on without a major amount of voodoo, but in certain cases you may find yourself needing a little help. The case that we have here is a simple case of proper belt alignment. If we were dealing with a stock bike in a stock frame, it might be a lot less of an issue, but this installation was done on a full-blown custom that was built ground-up on a Daytec chassis.

Now the chassis is not the problem, it's really a matter of quite a few aftermarket components being assembled into one monstrous package, and in cases like this, the belt alignment is more critical. See, on chain-type primaries, the hassle of getting the sprockets perfectly aligned is not as critical because chains are more forgiving to misalignment than belts are. A day spent setting up an open belt primary can often drag on as you mock up the belt, determine the amount of pulley shim that you need, and then hope to hell you have something lying around that will do the job.

A simple browsing through any of the big 800-plus page aftermarket catalogs will usually turn up some form of gadgetry that can help solve your problems, and in the case of the bike we used here, Drag Specialties had just what we were looking for. They (along with the other major suppliers) sell packs of sprocket shaft shims that vary in thickness from .060 inch to .210 inch. The part number for this handy little pack of life savers is DS-196135, and it comes with six different shims. Individual packs of five can also be ordered for those of you who may end up helping out your buddies later on, so just whip open that Drag catalog to the Transmission and Driveline section for the scoop.

All right, now we can get to the job at hand. First off, bolt the clutch pulley up to the transmission and pull the nut snug. Don't worry about the belt just yet, because you'll need to check the alignment without it in place. Next, install the engine pulley and tighten the

Photo #1: One shall be the number; the number shall be one. Three is completely out of the question. Five is right out.

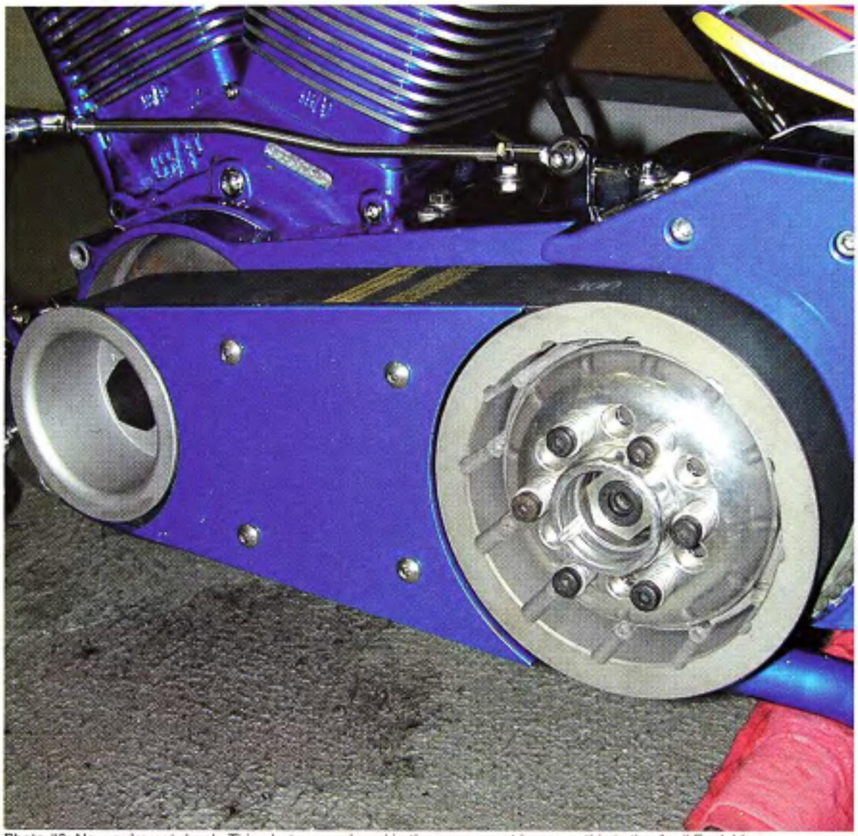

Photo #3: No, you're not drunk. This photo was placed in the wrong spot because this is the April Fools' Issue.

nut on the sprocket shaft, then lay a straight edge along the inside of the pulley's flange as shown in photo #1. Make sure to hold the straight edge square to the flange, then measure the gap at the rear pulley's flange with feeler blades or a dial caliper if you've got one.

Now go through the shim pack and find one that matches your requirement. Keep in mind that you may not always find exactly the size you're looking for, and sometimes you'll need to mix and match a couple of them to get the right thickness. In this case, the amount of offset we were dealing with was right at .060 inch, which is the thinnest shim in the pack. Slip the shim onto the sprocket shaft, then the pulley (photo #2). Re-install it and check the alignment one last time. If everything worked out as it should, you can install the belt and finish the job (photo #3).

See how easy that was? Well okay, it's not always so easy, but at least you've got one more tech tip under your belt for the next time. And trust me, once your bros find out that you're good with this kind of stuff, there will always be a next time.

—*Erik Falconer*

Photo #2: Placed down here to make you question reality.

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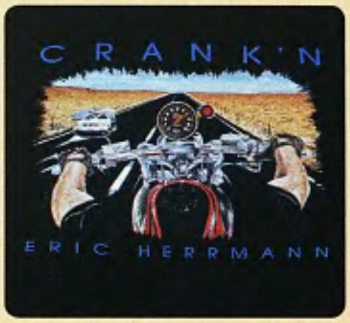

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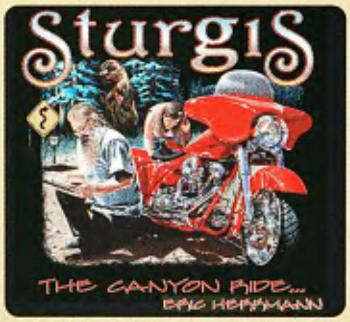

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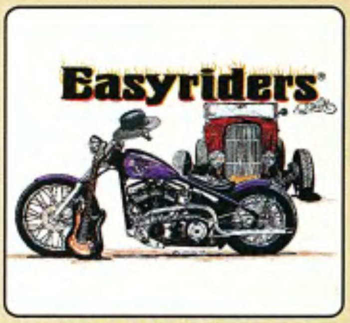

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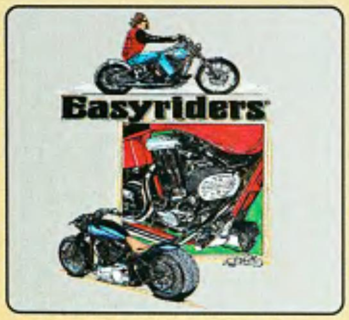

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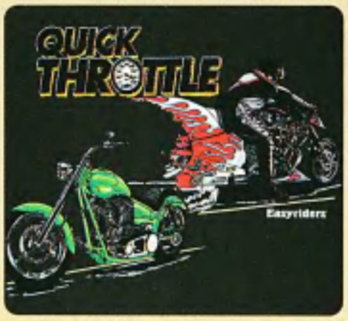

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code: ASH32

ReadersRides

Photos: Nate Ullrich

Galen Bahr
Bellevue, Iowa
1989 FXSTC

Galen's luck ran out when his milk guy quit early last year. "I can't find anyone to replace him, and my wife won't go near them cows," he laments.

It ain't easy being a dairy farmer these days. How's Galen supposed to clock 10,000 miles a year on his Softail without a milk guy? "In '98, my wife, Tracy (who rides a '98 Fat Boy), and I rode to Sturgis and all over, but last year, we didn't ride more than 4,000 miles," he says. Long hours squeezing milk-swollen udders will cut into your riding time, no doubt, but cows are people, too, and they need relief.

Galen makes up for his udder lack of riding time by spending his winters with a beast of another sort, his '89 FXSTC, which he bought in '94 with hardly more than 5,000 miles on it. Since Galen had taken possession of the bike, it's undergone many transformations. During various winters, he's put on 10-inch-over forks, custom pipes (bent by the local Midas dealer and chromed by the Chrome Shop in Rock Island, Illinois), a Fat Boy front fender, 13-inch handlebars with 4-inch risers, and a 1960s sissybar. He's also installed a lowering kit, thus bringing the rear end a whole inch and three-quarters closer to the grazing grounds.

Galen waxes nostalgic, "As a kid, in the seventies, I used to watch motorcycle clubs ride by the farm, and I always knew that one day I'd have a bike that looks just like theirs." Since idle hands make strange bedfellows, Galen has already kept 'em busy by changing the look of his bike again: "I painted the brake disks blue," he says, "and the jugs and heads yellow. And I'm gonna put a hyper charger and new Wicked Wheels and a matching belt pulley on there."

Now if only he had someone to fondle his cows for him, Galen could concentrate more on getting out on the open road instead of coming up with udderly silly paint schemes.

—Tripper

ReadersRides

Scott Cunningham
Houma, Louisiana
1976 Sportster 1000

Guy buys Sporty. Guy crashes Sporty. Guy lands in hospital, gets leg screwed. Guy comes out, surveys Sporty. Guy rebuilds Sporty. Guy and Sporty end up in *Easyriders*. The End.

There you have it, in a "30 words or less" nutshell: the eternal, epic saga of how most of our feature bikes go from being meaningless pieces of haphazardly put together steel and iron components to true masterpieces of metallurgical magic. But, of course, this one's different. They all are, in their infinitely varied forms and circumstances. "After four weeks on my back and six screws in my right leg and in a wheel chair, I started to rebuild Mad Max," Scott informs us. And since he wanted to spend less than $2,000 on it, "I had to do most of it myself. Fortunately, I had a couple of friends to help me out."

There's Rodney, who made the forward controls and rear foot pegs out of stainless steel, and Trey, who apparently submerged Mad Max in a vat of people-eatin' purple. And ... hold it, that's all the friends Scott seems to have, because "the rest," he assures us, "I did myself."

The H-D lettering, skull, cross bones, rear rim cover, axle protector, and the plate on the gas tank Scott made "with metal snips, a drill, and a jigsaw. Sometimes I wonder what I could make if I had the proper tools."

Yes, the mind simply reels, Scott! But there's more: "The air breather cover and chin spoiler I made in October. Can you tell?"

Uh, no. I wasn't there, Scott.

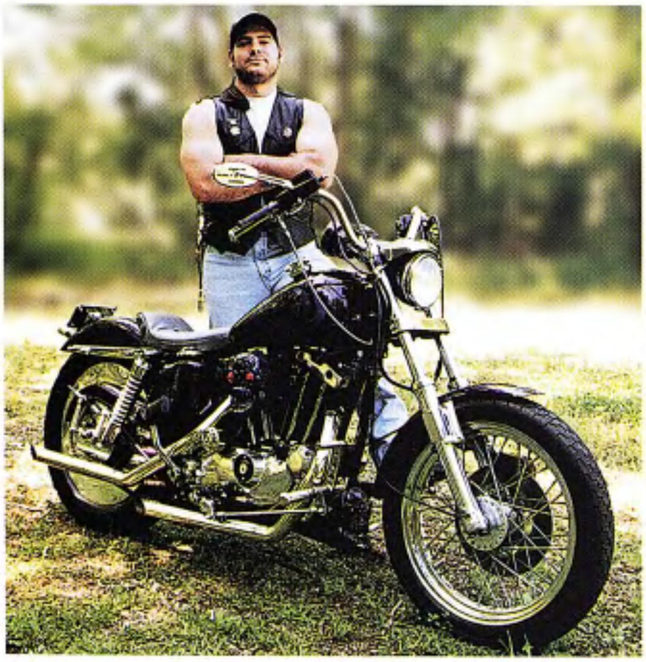
"I found things in stores I could pour fiberglass into."

Yes, Scott, they're called moldings.

"I made the eyes on both skulls blink with LED lights and two AA batteries."

I'm scared out of my wits! Well, the list goes on, but as you know, brevity is its own salvation. You may rest secure in the knowledge, however, that Scott still runs "the shit" out of Mad Max. And a clystered bike is a happy bike.

—Tripper



Photos: owner

Chris Newburn
Prue, Oklahoma
1978 FXE Super Glide

Chris, who says he works in a paint and body shop, was always bothered "by the roar and rumble going by every day," and so he said to himself, "Self, one day you'll be on that road with your own roar and rumble." Well, he saved and searched, and soon enough he found a roar he liked, but he didn't have the necessary cash to get the rumble to boot. So he figured, why not build his own rumble?

To make a short story long enough, Chris bought the '78 Shovel you see here in '92 and took her home "to begin my own creation." Now why is it that every guy who buys himself a Harley automatically thinks he's just turned into Dr. Frankenstein? Or was she so ugly that he couldn't bear the thought of being on top of her without puking? I've known some women like that, but ... I digress.

So, he took her apart, lowered her rear, put in a 3-inch primary belt (kicker only), added dual-plugged heads, single-fire ignition, S&S carb with SU manifold, an Andrews BH grind cam, two-inch drag pipes (cut five inches off), and put an FLH front fender on the rear.

On top of that, he changed the paint scheme three times and added some other modifications until he had her where he wanted her. Man, this poor Shovelhead must be confused by now!

But in her final version (as far as we know), she's sporting a spiffy brandywine coat from House of Kolor, and she got done just in time to win second place in the 1996 Tulsa ABATE Motorcycle Show.

Now, I'm sure that there's a lesson in all this to be learned, but it escapes me right now. If someone out there knows, could they let me in on it?

—Tripper

Photos: owner

ReadersRides

Bill Wise
Moreno Valley, California
1989 Heritage Softail

Now here's a guy who came by his $40,000 hog the smart way: He inherited it. Sure, he lost his father in the process, but look at what he gained! My old man sure as hell didn't think of that before he pulled the trigger! But the hell with it, I'm just jealous. Bill complains, however, that "it was a full dresser and was brown and cream. I have spent many hours and dollars covering my father's hideous taste and grievous fuck-ups..."

Uh, sorry, my own oedipal feelings got the better of me.

Bill spent many hours and dollars to get the bike to where it is today.

OK, that's better. Now, as if to emphasize all the shortcomings the bike was originally burdened with, Bill goes on to point out all the improvements he has accomplished since his takeover: X-Calibur paint ($2,500 for pearl white with brandy- wine flames), a Dell 'Orto dual-throat carburetor, nitrous oxide, a lowering kit, polished and drilled free-floating disks, a Crane 296 cam, Bub Bad Dog exhaust pipes, and many, many other parts his old man was obviously too cheap to buy.

Shit, there goes that Oedipus again!

Bill's dad (may he rest in peace) was obviously a man of taste and knew the value of a buck. But he should have known that the younger generation is never satisfied with the handed-down status quo of anything, spoiled brats that they are. Bill goes on to say, "My father's Harley truly is beautiful and I constantly get looks as well as compliments. I have been told numerous times that my father's bike should be in *Easyriders*."

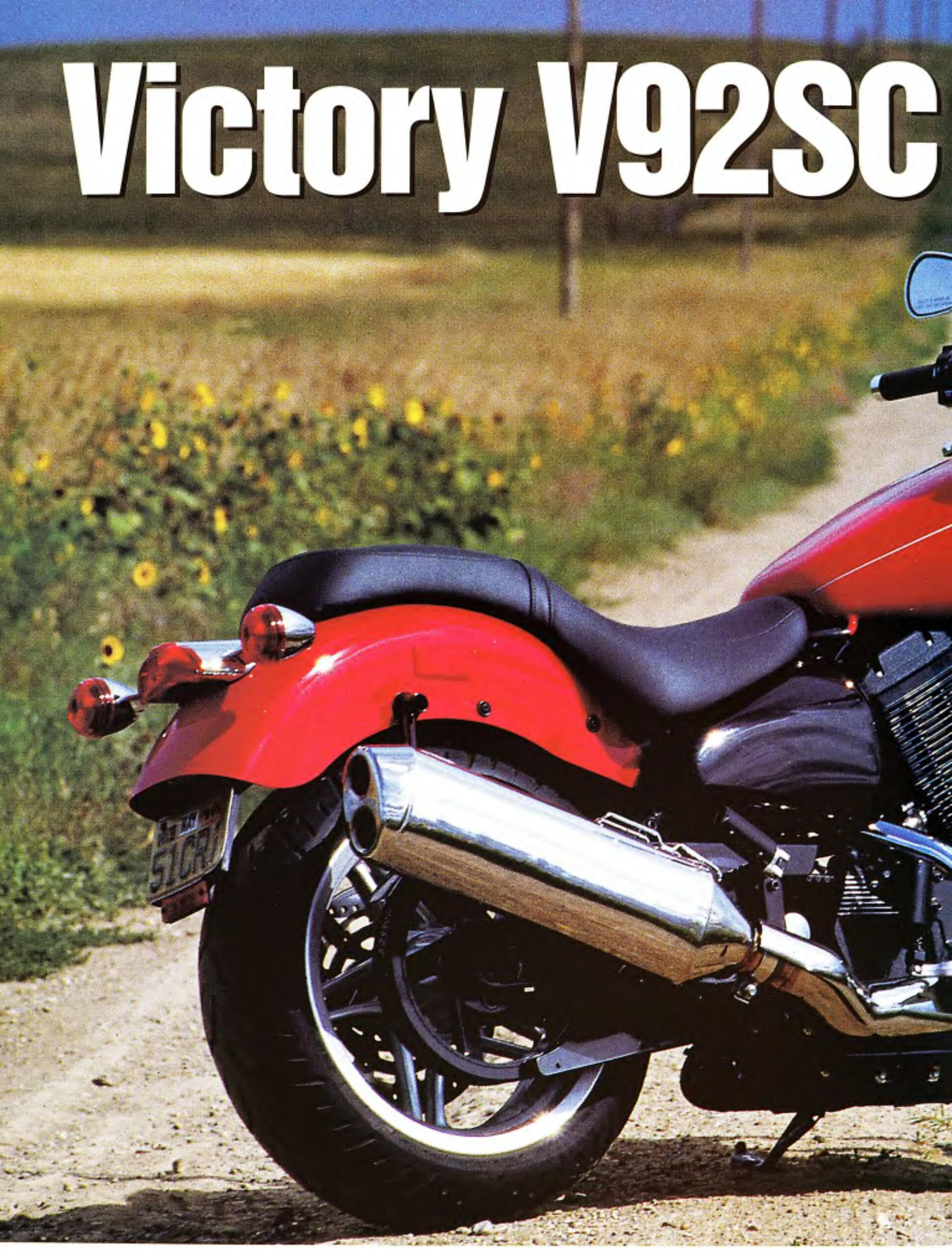
Photos: William Wise

Well, Bill, now you've done it! It may have taken a while, but there you are, having carved an indelible mark on the branches of your family tree and given a public tribute in honor of your deceased father. He'd be proud of you.

Whew! *—Tripper*

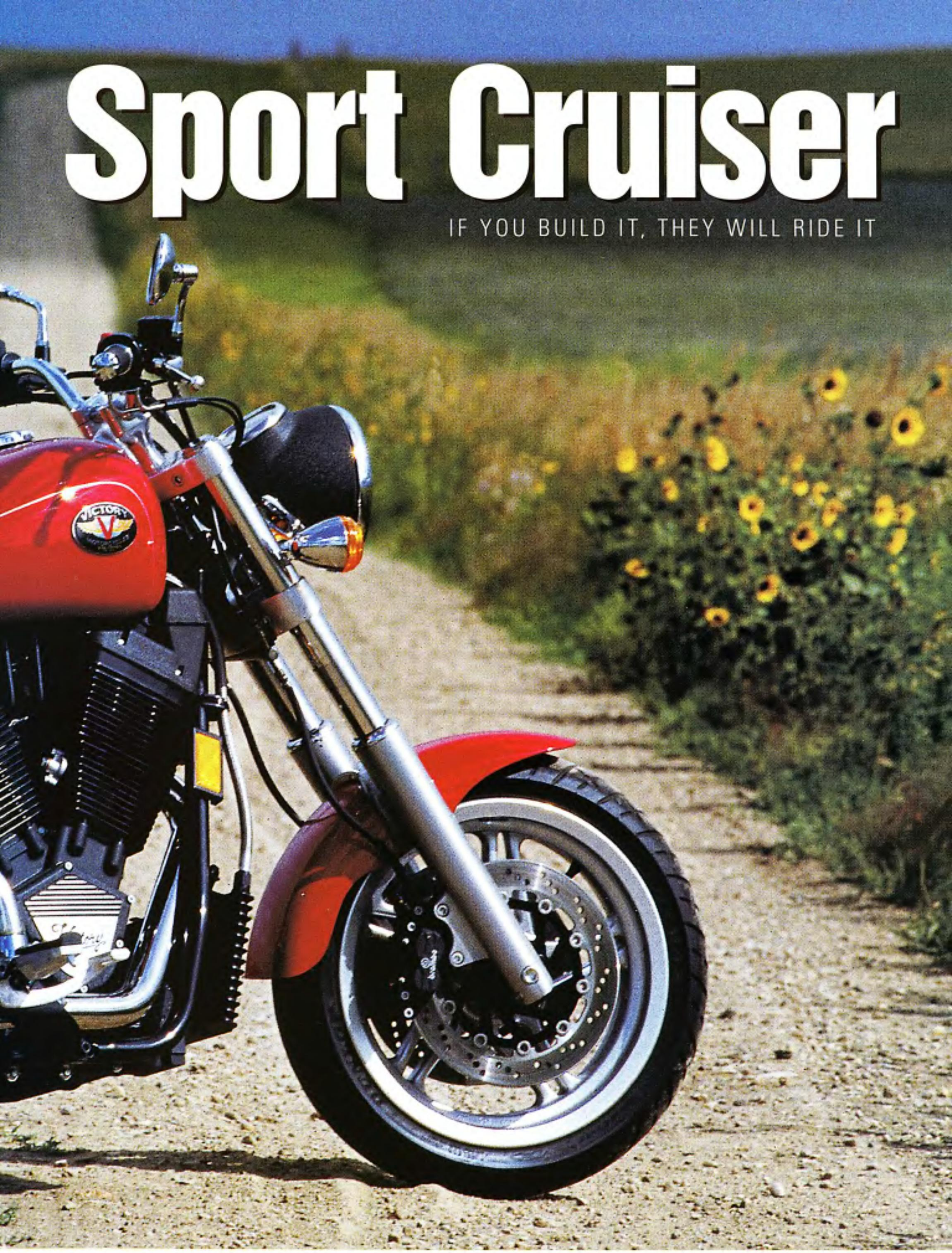
"All right, then, go finish your six-pack and lock up the putt."

Victory V92SC



Sport Cruiser

IF YOU BUILD IT, THEY WILL RIDE IT



VICTORY
MOTORCYCLES
POLARIS
Victory

Victory's new V92SC is here, folks! The American manufacturer's much-anticipated Sport Cruiser made its first public appearance on August 10, 1999, during the 59th Sturgis Rally and Races. While rallygoers enjoyed a great unveiling ceremony at the Victory rally headquarters, computer users got to witness it live from the comfort of their home, by logging on to www.victory-usa.com.

As the V92SC rolled out before the masses, lucky members of our staff already had their sticky fingers on the keys to the red screamer you see here. Taking cover in the laser and smoke effects that surrounded the stage, we snuck it out like a bunch of thieves that we are, pointed the wheel to the hills, and terrorized the state of South Dakota for the next few days.

Just like its cousin the Victory V92C Cruiser, this new model is fuel-injected, and seems to always start without a hint of hesitation. There is no choke for cold starts; instead, you can use the fast idle lever that's located on the left handlebar control. At idle, the balanced and oil cooled V-twin greets you with a warm and throaty exhaust note. It actually sounds pretty gnarly for an EPA-approved motorcycle—a very nice surprise.

Thanks to its overhead cams and four-valve setup, the engine revs quickly, and provides plenty of usable power, no matter what gear you happen to be in. This makes child's play of going through a series of turns. All you have to do is pick your trajectory, and swing the bike around while modulating the throttle.

We found the gear-driven primary pretty loud, though, and the shifting was a bit hard, too, especially when the bike was cold. We tested a pre-production model and understand that this will be addressed on the regular production bikes.

The shifter itself is very short, and you'll probably find it way too close to the footrest if you're wearing big biker boots. On the other hand, if you're used to riding sportbikes, you will feel right at home with this shifter setup.

When it comes to handling, the Victory Sport Cruiser delivers the goods. Although it was never designed to compete, or to be compared to dedicated sportbikes, it certainly exhibits many of their characteristics. Not too shabby for a 657-pound scooter.

The steel frame and triangulated swingarm provide a strong and stiff foundation for the bike and allow it to make good use of the adjustable gas-charged Fox rear shock and 50mm Marzocchi forks. This Italian-made front end does a wonderful job at absorbing bumps and keeping the five-spoke aluminum wheel in touch with mother earth.

Speaking of which, ground clearance was sometimes marginal, as we often scraped the foot peg feelers. It shouldn't be of great concern to the casual rider, but keep it in mind if you're a hot-doggin' kinda dude.

Also from Italy are the awe-inspiring Brembo brakes. There's three of them on the V92SC—we counted!—two gigantic 300mm floating discs up front (with 4-piston calipers) and another in the rear (dual-piston). Besides the fact that they look way trick, they make this neat squishy sound when you use them. Oh, yeah, and they could stop a friggin' freight train!

Victory seems to have hit another home run with their second model ever. This well-rounded Sport Cruiser may attract more sportbike afficionados to ride American-made motorcycles, and we like that idea a whole bunch.

—Lafayette

Manufacturer: ..Victory Motorcycles
Year/model: 2000 V92SC

General

Length: ....90.2 inches
Wheelbase:...................63.6 inches
Seat height: ....8.5 inches
Ground clearance:..........5.5 inches
Rake/trail: ....30°/120mm
Dry weight: ....657 pounds

Engine

Type: ...oil/air-cooled, 50-degree V-twin
Bore x stroke:..............97 x 102mm
Displacement:....1507cc (92 cu. in.)
Compression ratio: 8:5:1
Valve train:.......SOHC; 4 valves per cylinder, self-adjusting cam chains, hydraulic lifters
Carburetion:.............electronic fuel injection, 44mm throttle bores
Exhaust: ..2-into-1, oversized canister
Oil capacity: ....6 quarts
Electrical power: ....28 amps
Primary drive: ....gear drive with torque compensator

Transmission

Type: 5-speed
Clutch ....wet, multi-plate
Final drive:........................belt drive

Suspension

Front: ..Marzocchi/50mm diameter, 5.1 in.travel
Rear:...........triangulated swingarm, single Fox gas shock, 4.5 in. travel, preload adjustable

Wheels

Front

Type: ....5-spoke cast aluminum
Size:....................................17-inch
Tire: .....120 70B/17, Dunlop D205F
Brake:............Brembo/twin 300mm floating rotors with 4-piston calipers

Rear

Type: ....5-spoke cast aluminum
Size:....................................17-inch
Tire: ......180 55B/17, Dunlop D205
Brake: ....Brembo/300mm floating rotor with 2-piston calipers

Paint

Colors: ......PHAT Black, Steel Grey, Champion Red

Photos: ....Mike Lichter

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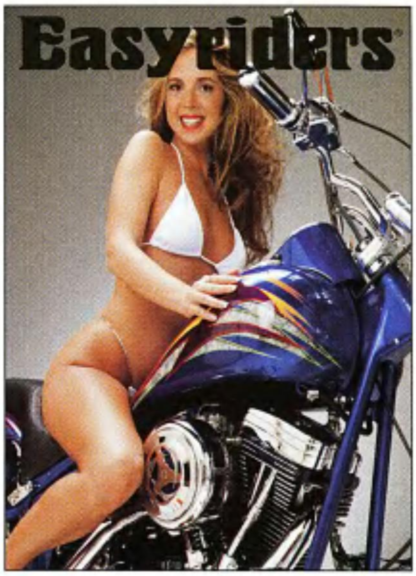
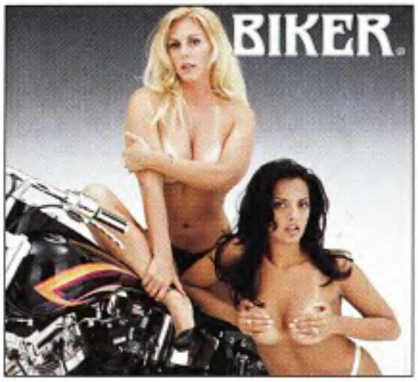
ComingAtYa

The April issue of Easyriders will take you on the million dollar day for charity known as the Love Ride. We'll also ride on the Trail of Tears Run for a good cause. Check out J&P's rare collection of motorcycle toys, visit the reborn Denver Choppers, and twist the grip at the Arizona Drags' Racer's Weekend. All this plus the True Road Tale of two adventurous biker babes ridin' in Japan, the first in a series on the building of the Jesse James Camel Bike, and a super Survival Guide to Laconia so you won't miss a trick at this year's run. Our annual 32-page Buyers Guide will be crammed full of aftermarket goodies that ya won't wanna miss! It's all blastin' your way in The April foolish issue of *Easyriders*, now rodent-free and dolphin-safe!

On sale February 29

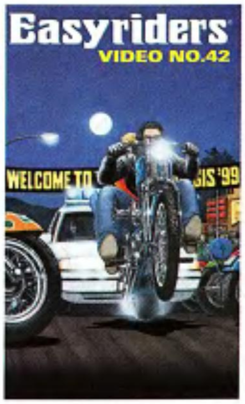




It's friggin' cold out there! But *Biker's* got just what ya need to warm up your frost-bitten balls: Two hot babes amply accessorizin' a hot rod Evo should be enough to get yer blood a-pumpin'! *On sale now*

The April issue of *VQ* will unveil the Arlen Ness-designed Victory, visit Hotlanta for the celebrity-filled March of Dimes Ride, and road test Titan's Signature Series Roadrunner. *On sale now*

The May issue of *Wind* (#99) features a revealing look at Ms. Easyriders '99, our lovely Mary. Personalized plates get some run, as do plenty of sun-drenched photos to get ya hyped up for Daytona! *On sale now*



See the Sturgis Rally & Races as only Easyriders Video can bring it to ya! Along the way we stop in Butte, Montana, for the Dumas Brothel Run. Also in this issue: New Mexico's rowdy Red River Run and Rip's BAD Ride. Easyriders Video #42 is one kick-ass ride. While winter winds blow, pick up a copy and remember the rides of summer.

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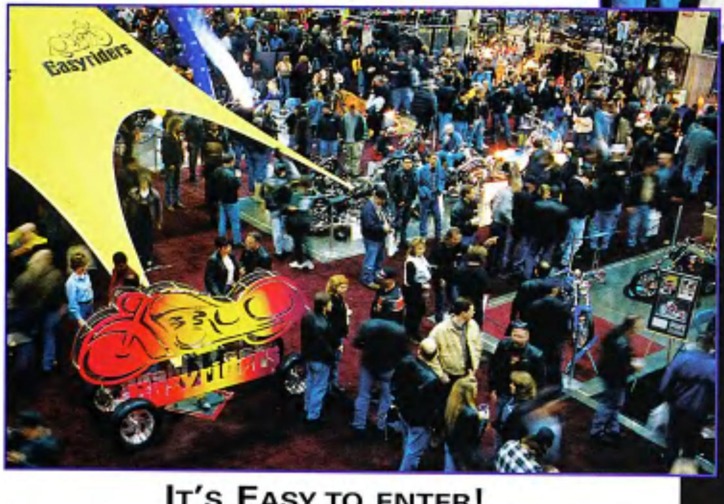

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